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RECORDS
OF THE
NATIONAL
GENERAL TICKET AGENTS'
ASSOCIATION.

FROM MARCH, 1855, TO MARCH, 1878, INCLUSIVE.

CHICAGO:
THE J. M. W. JONES STATIONERY AND PRINTING COMPANY.

1878.

St



H. 3789.

PROCEEDINGS OF CONVENTION

OF

GENERAL TICKET AGENTS.

Convention of General Ticket Agents of the various Railroad lines between Boston, New York and Philadelphia, and Cincinnati and Chicago, and the Ohio and Mississippi Rivers, held at Pittsburgh, March 13, 1855, for the purpose of agreeing upon a uniform system of adjusting all matters connected with "through ticketing."

The Convention was called to order by John Fleming, of the Ohio and Pennsylvania Railroad; and, on motion of Mr. Fleming, P. W. Strader, of Little Miami and Columbus and Xenia Railroad, was called to the Chair, and William R. Barr, of Buffalo & Erie Railroad, and George R. Weed of the Western Vermont Railroad, were appointed Secretaries.

On motion of W. A. Burnett :

That an invitation be extended to all Ticket Agents other than General Ticket Agents, to participate in the deliberations of this meeting.

On motion of William A. Burnett :

Resolved, That the Secretary enroll the names of representatives to the Convention.

H. C. MARSHALL.....	C. C. & C. R. R.
LEWIS L. HOUST.....	Pennsylvania "
L. W. LEWIS.....	M. R. & L. E. "
WM. A. BURNETT.....	Rutland & Burlington "
H. D. DOANE.....	Eastern and Northern Lines "
JAMES A. RAYNOR.....	M. S. & N. Ind. "

E. M. GOODRICH.....	Chicago & R. I. R. R.
JOHN W. BROWN.....	Central Ohio “
R. WALKUP.....	Piqua & Ind. “
THOS. SHERLOCK.....	U. S. Mail Line.
R. ROBINSON.....	Champlain & St. Lawrence R. R.
GEO. R. WEED.....	Western Vermont “
JOHN U. PARSONS.....	Clev. & Toledo “
JOHN FLEMING.....	Ohio & Penn. “
WM. R. BARR.....	Buffalo & Erie “
CHAS. E. NOBLE.....	Mich. Central “
JULIUS MOVIUS.....	Western Railway (Canada)
P. W. STRADER.....	L. M. & C. & N. R. R.
GEORGE L. DUNLAP.....	N. York & E. “
L. DEVENNEY.....	Steubenville & Ind. “

The Chair appointed a Committee of five to prepare business for the meeting, as follows :

H. C. Marshall, Wm. A. Burnett, Jas. A. Raynor, Lewis L. Houpt, Thos. Sherlock.

Notice having been received that Lewis L. Houpt had been appointed Secretary of the General Convention, John Fleming was substituted on Business Committee.

The Business Committee reported a set of resolutions, which were discussed, amended and adopted.

On motion,

Resolved, That a copy of the proceedings of this Convention be furnished to the General Convention for their approval.

SECOND SESSION, MARCH 14, 1855.

P. W. Strader in the Chair.

On motion, the Secretary was directed to read the minutes of the last meeting.

On motion, the Secretary enrolled the names of the following gentlemen as members of the Convention :

H. S. Rumfield, Sand., Mans. & New. Railroad ; L. M. Cole, Baltimore & Ohio Railroad ; A. W. Adams, New Albany & Salem Railroad ; S. M. Lemont, Jeffersonville Railroad ; H. Barnes, Montreal, New York & Boston Line.

On motion,

Resolved, That a Committee be appointed to present a copy of the proceedings of the meeting to the General Convention, for an expression of their opinion.

The Chair appointed the following gentlemen as such Committee :

Geo. L. Dunlap, L. L. Hout, Wm. A. Burnett.

On motion,

Resolved, That each coupon shall have the number of seats that the coupon is good for printed thereon.

On motion,

Resolved, That the practice of redeeming tickets by Railroad Companies from other than those over whose roads they have been sold, is an evil, and works an injury, not only to such Companies, but leads to fraud and imposition upon passengers ; and Companies represented here pledge themselves not to redeem any ticket except from the purchaser thereof, and earnestly recommend the same course to all connecting roads not represented.

On motion,

Resolved, That the meeting organize into a permanent association, to be known as the General Ticket Agents' Association ; and that it shall meet at such times as will best facilitate the mutual interest of the several lines.

On motion,

Resolved, That when this Convention close its present session, it adjourns to meet at the International Hotel, Niagara Falls, July 17, 1855.

On motion,

Resolved, That when fares are changed by any line or road, fifteen days notice shall be given to each road interested ; and the General Ticket Agents shall agree upon the proportion which each road shall receive, and a printed circular shall be sent to each road, having the proportion of each road therein.

On motion,

Resolved, That the Clerk or Agent of the several lines here represented, shall forward to all connecting lines a copy of their present time-table, showing distances, and that the same shall be done whenever any change whatsoever shall be made.

On motion,

Resolved, That a Committee of three be appointed to draft a Constitution and By-Laws for this General Ticket Agents' Association, and be prepared to report the same on the first day of the meeting to be holden at the International Hotel, at Niagara Falls, on the 17th day of July, next.

The Chair appointed Mr. H. D. Doane, H. Barnes, and Wm. A. Burnett such Committee.

Mr. Doane declining to act, on motion, P. W. Strader was appointed on said Committee.

On motion,

Resolved, That the proceedings of this Convention be published, and that the Secretary be instructed to confer with the Secretary of the General Convention, and request that these proceedings be published under the same cover with theirs. If not consented to, that he procure the printing, in separate pamphlets, and procure 500 copies.

On motion of Mr. Movius,

Resolved, That Hamilton, C. W., on the 17th of July next, be the place of next meeting, instead of Niagara Falls.

P. W. STRADER,
President.

WM. R. BARR,
GEO. R. WEED,
Secretaries.

No record of the Hamilton meeting.

PROCEEDINGS OF CONVENTION
OF
NATIONAL GENERAL TICKET AGENTS'
ASSOCIATION.

At a Convention of the National General Ticket Agents' Association, held at Baltimore, Feb. 21, 1856, W. A. Burnett, Esq., of the Rutland & Burlington Railroad, was appointed President, and Joseph Huddell, of the Philadelphia, Wilmington & Baltimore Railroad, Secretary.

The Committee appointed at the Convention held at Pittsburgh, March 13, 1855, to draft a Constitution for this, the General Ticket Agents' Association, report the following:

CONSTITUTION.

This Association shall be known as the "National General Ticket Agents' Association," and shall meet semi-annually, each meeting to determine the time when, and place where, the next ensuing meeting shall be held.

ARTICLE 1. The object of this Association shall be the discussion of all matters relating to the Ticket Department, and an interchange of views in reference to accounts and their mode of settlement.

ARTICLE 2. No one shall be considered a member of this Association, unless he bear a certificate from the President or Superintendent of his respective Road or Steamboat Line, indorsing him as their General Ticket Agent, or entitled to act in that capacity. Any person so certified to at the time of his connection with the Association, shall be considered a member until he be superseded.

ARTICLE 3. The officers of the Association shall be a President, Vice-President, and Secretary, to be elected annually by ballot, at its first session, except the Secretary, who shall serve till his successor is appointed.

ARTICLE 4. It shall be the duty of the President to preside at each meeting of the Association; to take the vote on all questions of debate; to preserve order, and appoint all committees.

ARTICLE 5. It shall be the duty of the Vice-President to preside during the absence of the President.

ARTICLE 6. It shall be the duty of the Secretary to keep correct minutes of the proceedings of each meeting, in a book provided for the purpose, and to publish the same after each session of the Convention. He shall also notify each member, by circular, of the time and place of each meeting, and attend to all other duties pertaining to his office.

ARTICLE 7. It shall be the duty of the President to appoint, at each meeting, two regular committees: one of three, on credentials, and one of five, to prepare business.

ARTICLE 8. Fifteen members shall constitute a quorum to do business.

ARTICLE 9. Any Ticket Seller or Traveling Agent in the employ of any Company entitled to be represented, may attend the sessions of this Association, but shall not be eligible to vote or take active part in its deliberations.

ARTICLE 10. This Constitution can be changed only by an amendment, to be offered at any Convention, and adopted at the next Convention by a vote of two-thirds of the members then present.

On motion,

Resolved, That the Constitution be adopted.

No record of the proceedings of this meeting, other than above.

PROCEEDINGS OF CONVENTION
OF
NATIONAL GENERAL TICKET AGENTS'
ASSOCIATION.

BOSTON, April 16, 1856.

Agreeably to adjournment of the meeting held at Baltimore, Feb. 21st, the National General Ticket Agents' Association convened at No. 5 Tremont street, Boston, in the room of the New England Association of Railroad Superintendents.

The Convention was called to order by the President, William A. Burnett, when, on motion,

Resolved, That in consequence of the absence of the Secretary, Mr. John McKeough be requested to act as Secretary *pro tempore*.

On motion of B. F. Fifield,

Resolved, That in consequence of the non-arrival of trains from the West, thus preventing the attendance of members of the Association, the Convention adjourn until to-morrow morning at 9 o'clock.

Adjourned.

APRIL 17th, 1856.

The Convention re-assembled at 9 o'clock A. M.

On motion,

Resolved, That a Committee on Credentials be appointed.

The Chair nominated Lewis L. Houpt, of Pennsylvania Railroad; William R. Barr, of Buffalo & Erie Railroad; R. Stewart, of Cheshire Railroad.

The Committee made a report, which was accepted, when the following persons were declared members of the Convention, viz.:

By certificate of Superintendent :

F. A. SUMNER.....	New York & Erie R. R.
R. STEWART.....	Cheshire “
AMOS C. WARREN.....	N. R. R., of N. H.
JOHN MCKEUGH.....	Rutland & Wash. R. R.
WM. A. BURNETT.....	Rut & Burlington “
JACOB RIDGWAY.....	Philadelphia & Reading “
F. R. MYERS.....	Clev. & Pittsburgh “
JOSEPH HUDDALL.....	Phil., Wil. & Balt. “
LEWIS L. HOUP,.....	Pennsylvania “
WM. H. DELANO.....	Sullivan “
JNO. J. HOLLISTER.....	Dayton, Xenia & Belpre. “
J. F. BOYD.....	Bellefontaine & Ind. “
JUSTIN SNOW.....	Hart., Prov. & Fishkill “

Also, by right of membership, in virtue of their office as General Ticket Agents :

B. F. FIFIELD.....	Terre Haute & St. Louis R. R.
WM. R. BARR.....	Buffalo & Erie “
J. W. CARY.....	Clev. & Erie “
C. H. KENDRICK.....	Hudson R. “
D. L. FREMYRE.....	N. Y. Central “

On motion, the following gentlemen were admitted to represent their respective roads :

JOHN CORNING.....	Ill. Central R. R.
GEO. W. TATE.....	Chicago & Rock Island “
OTIS KIMBALL.....	Great Western R. R., of Canada.
WARREN KIMBALL.....	Fitchburg Line
D. P. FORREST.....	N. Y. Central, in absence of Mr. Fremyre
ROBERT ALLEN.....	Great Western, in absence Mr. Randall
A. B. ELLIOTT.....	Bellefontaine R. R., in absence of Mr. Boyd

Presented, also, D. Horton, of Cleveland, and A. B. Winne, of T. B. R. R.

On motion,

Resolved, That each shall be entitled to one vote.

On motion,

Resolved, To proceed at once to the election of officers for the ensuing year.

On motion,

Resolved, That a Committee of three be appointed to nominate candidates for office.

Messrs. Randall, Kendrick and Snow being chosen, reported the following ticket :

For President—B. F. Fifield, of Terre Haute & St. Louis Railroad.

For Vice-President—R. Stewart, of Cheshire Railroad.

For Recording Secretary—Lewis L. Houpt, of Pennsylvania Railroad.

For Corresponding Secretary—Wm. R. Barr, of Buffalo & Erie Railroad.

The Chair appointed Messrs. John Corning and Amos C. Warren as Tellers. When the votes were counted, the above gentlemen were elected.

The President, B. F. Fifield, upon taking the chair, made some very appropriate and felicitous remarks, thanking the Convention for the honor conferred upon him, and promising zeal and impartiality in the discharge of his duties.

The Chair nominated the following Business Committee : Messrs. Burnett, Kendrick, Myers, Ridgway, and Fremyre.

Mr. Kendrick being subsequently excused from serving upon the Business Committee, Lewis L. Houpt was substituted.

Reports of Committees being called for, the Committee appoint-

ed at the meeting of General Ticket Agents held at the Monongahela House, Pittsburgh, March 14, 1855, submitted the following:

REPORT

Upon the practicability of providing a check on the cash collections of Conductors.

Your Committee is fully aware of the difficulties in the way of securing a proper return of cash collected in the cars, as all efforts hitherto made to accomplish that object have signally failed.

It must be evident to all who are practically acquainted with the details of railroad business, that any system that will tend to compel passengers to purchase their tickets before entering the cars, must, of necessity, effect the object in view, by diminishing the cash receipts of conductors, by throwing the money more into the hands of the Station Agents, upon whom each road has a good check in the ticket issued.

Hence, two principal measures have been resorted to by Railway Companies to this end:

First. To have public notice given, by large placards, and otherwise, that passengers will be charged five or ten cents extra in the cars, if they do not buy their tickets previously; or, that a reduction of five or ten cents below the tariff rate will be made by the Agent at the Station to persons purchasing tickets.

This plan is well enough as far as it goes, but can affect only those points where agents are stationed for the sale of tickets. There are, however, on every road, many places whose entire sales would scarcely more than pay an Agent's salary, and, of course, the receipts from all such points must pass into the conductors' hands.

Again, there are hundreds of people traveling who are not induced to procure their tickets before entering the cars, by the prospect of paying ten cents more than others. They prefer to run the risk of being skipped, even, if needs be, at the expense of an additional dime.

Others are acquainted with the conductor, and do not buy a ticket, thinking, perhaps, that he will not charge *them*, being good friends. Some, perhaps, are like the old man, of whom it was said he invariably took the hindermost seat in the train, so that he might have the use of his money as long as possible. All such persons (and their number may not be small) never would buy a ticket beforehand.

These considerations prove that such a regulation is ineffectual to accomplish the object. The placard, or other notice, acts merely as a bugbear; and may do good in *certain* cases.

Second. The second method adopted to secure the purchase of tickets at the office, and by far the most effectual, when practicable, is that pursued upon the European roads, and also to some extent in this country, viz. : to fence up the train and admit to the cars only those who can show a ticket, as they pass through the door or gangway leading to the enclosure.

This plan, though somewhat repugnant to the "Young American" spirit, so widely prevalent in our land, and which cannot brook restraint, is really effectual when it can be put in practice; but the great additional expense of building station-houses in this way, and the fact that but comparatively few of the points on most roads are of sufficient importance to justify the outlay, must insure for this method a very limited application in a country so sparsely populated as our own.

Besides, at points where the amount of travel is large, the rush made for the doors on the arrival of the cars, coupled with the fact that many of those seeking egress are ladies, and to whom a degree of deference (it may at such a time be mistaken gallantry) is invariably shown by our courteous conductors, must of necessity interfere with the strict enforcement of the rule, to "Show your tickets as you pass out."

Many come up to the door before they know they must show their tickets (which are "in the deep bosom of their 'pockets' buried") and are squeezed through before they can lay their hands on them; whilst those of the softer sex are generally permitted to pass uninterrupted, especially if they be blessed with a bright eye or rosy mouth — no uncommon occurrence now-a-days.

These plans operate indirectly to accomplish the desired object, by diminishing the amount of money passing through the conductors' hands, and hence proportionately decreasing his ability to be dishonest.

But your Committee does not wish to suggest that a conductor's honesty is to be measured by the large amount of money he returns to the Treasury, and that one whose cash collections are usually small, even though he runs alternately, and upon a corresponding train, must of a necessity be considered wanting in probity. It often happens that one conductor will make it his business, by personal exertion, to drive every one to the office to purchase a ticket, whilst another, busying himself with something else when the train stops, admits all promiscuously; of course, one is likely to have a larger amount of money received than the other, and yet both may do their duty equally well, and be equally honest.

Several plans have been attempted by different roads to provide a check upon conductors, among the principal of which are the following:

First. To appoint two men upon each train, one to collect the fare or tickets from every individual in the train, and give his own check as an evidence of payment; this collector to report and be responsible to the Treasurer; the conductor afterwards to go through and lift all these collector's checks, and return the same to the General Ticket Department. By a comparison, therefore, between these re-

spective returns to the Treasurer and General Ticket Agent, it was thought a proper check could be effected.

This plan has been attempted upon one of the first roads of the country, but was soon abandoned, under the belief that, if they were so disposed, two men could, by connivance, appropriate twice as much as one. Besides, the carrying out of such a system involves a great deal of complication, inasmuch as each collector must be supplied with a large number of checks, and of as many different kinds as there are different proportions arising from the various tickets. On some roads this number would be very considerable; and the payment of an extra man as collector, at a high salary, it is believed, would not be justified by the saving of revenue.

Second. The plan of sending an active, intelligent man, unknown to the conductor, to act as a spy upon his actions, and secretly to keep a record of the number of passengers, the number in and out at each station, &c., was attempted on one of the roads of Illinois. Although, in that individual case, it was partially successful, yet your Committee would not recommend a system of *espionage* as a means of detecting fraud among men presumed to be honest, because it would be difficult to find a suitable man to make the experiment. And again, the conductor would not be likely to long remain in blissful ignorance of the fact that a pair of argus eyes were upon him; and if innocent, or at all sensitive upon such points, he would naturally have many qualms about running said trains again; and if a valuable officer, the remedy might prove worse than the disease.

We almost despair, therefore, of being able to suggest any means of providing a suitable remedy for the evil in question, or of furnishing a check upon the cash collections of conductors.

We would, however, propose the following, viz.:

First. That Railroad Companies use every means in their power to secure the services of honest men as conductors, by appointing none but those who can give the best of references, and whose previous career has been marked by fidelity and uprightness; and,

Second. That conductors be paid a sufficient salary to afford them a compensation for services rendered, and put them, if possible, above temptation.

It is a great mistake to give out offices of this kind to the lowest bidder (as it were), and so to depreciate the salary that a reliable man cannot afford to accept the post.

Let the salary be fixed at a sum upon which a man can live honestly and comfortably, and not so low that the conductor need be tempted to steal in order to make both ends meet.

Respectfully submitted,

LEWIS L. HOUP, T,
WM. A. BURNETT.

On motion,

Resolved, To accept the report and adopt it, as fully expressing the views of the Convention.

When the Convention adjourned, to meet at 3 P. M.

AFTERNOON SESSION.

The Convention re-assembled at 3 o'clock P. M.

Mr. P. W. Osborne was admitted to membership.

The Committee appointed at the morning session to prepare and arrange business for the Convention, reported, as proper subjects for discussion :

First. The settlement of accounts, and some uniform method of paying balances.

Second. The subject of free tickets, within what limits they should be confined.

Third. The propriety of runners to solicit travel and post bills.

Fourth. Handbills and posters, who should be responsible for them, and how prepared and posted.

Fifth. Extra baggage, how much should be allowed to each passenger, and at what rate of charge per 100 pounds.

Sixth. Fares, the proper rate of charge for first class, second class and emigrant passengers.

Seventh. Coupon tickets, their form, conditions, and how long good.

WM. A. BURNETT,
LEWIS L. HOUPY,
F. R. MYERS,
JACOB RIDGWAY,
D. L. FREMYRE,

Committee.

The report was unanimously adopted, and the Convention proceeded to consider the subjects in rotation.

First. The settlement of accounts and mode of paying balances.

After considerable discussion, the following resolution, offered by the Secretary, was unanimously adopted :

Resolved, That in view of the difficulties hitherto experienced in effecting monthly settlements, the road to whom the balance is due be authorized to draw for the amount as soon as the balance is ascertained by an interchange of reports ; *provided*, it does not conflict with any private arrangements between Companies.

The second and third subjects, after being freely considered, were laid upon the table, as their decision belonged rather to the Superintendents than to the General Ticket Agents.

Fourth. Handbills and posters, their responsible signatures, &c.

Much was said in regard to this matter, when the following resolutions were submitted, and finally adopted :

Resolved, That the General Ticket Agents, or those having charge of the preparation of bills, be requested to publish, in future, the truth, and nothing but the truth, and to avoid animadversion or invidious comparisons on their bills.

Resolved, That any road is entitled to make known the *facts* in regard to its line, if shorter or run in quicker time than any other route to the same place ; but this shall be done without rivalry or slander.

Fifth. Extra baggage, and its rate of charge.

The following resolution on this subject, offered by P. K. Randall, was unanimously adopted :

Resolved, That the Committee recommend the adoption of uniform rules as to the amount of baggage each first-class through passenger should be entitled to, and that 100 pounds be fixed upon as the standard, as far as practicable, and that extra baggage should be charged at the rate of 50 cents per 100 pounds for each 100 miles carried, unless competition from water communication prevent this standard from being adhered to.

The sixth subject was then taken up for consideration, and a motion made to refer it to a committee of three. This motion was finally superseded by a resolution to postpone the whole subject indefinitely.

Seventh. Coupon tickets, form, conditions, &c.

On this head the following resolution was offered :

Resolved, That a Committee of three be appointed to report, at the next meeting, upon the general plan of coupon ticketing, with the conditions of the same

the proper form of tickets, and any matters relating to the subject that may serve to simplify the system generally.

This resolution was unanimously adopted; and the Chair appointed Messrs. Barr, Cary, and Myers to prepare the report.

On motion,

Resolved, That the thanks of the Convention be given to the Association of New England Superintendents, for the use of their room during its session; and that the Secretary be requested to present a copy of this resolution to the Secretary of said Association.

On motion,

Resolved, That the thanks of this Convention are due to the gentlemen who have so faithfully officiated during the past year as President and Secretary of the Convention.

There being no further business presented, the Convention adjourned, to meet at St. Louis, Nov. 19, 1856.

LEWIS L. HOUPPT,

Secretary.

B. F. FIFIELD,

President.

“SHOW YOUR TICKET.”

Listen, oh ye Ticket Agents,
 General Ticket Agents, listen,
 Of the National Convention,
 While I sing a pleasant story
 To the tune of Hiawatha,
 As New England's poet sang it—
 That *Long-fellow* whom they boast of—
 In his own peculiar metre,
 Neither long or short or common.
 But here goes—I'm bound to try it:
 “Show your ticket!” now we're going.

Should you ask me what the use is
 Of these National Conventions —
 I would answer, I would tell you,
 Thus we seek to scrape acquaintance,
 Bring the East and West together;
 Talk about our coupon tickets,
 Time and manner of remittance;
 Interchange our social feelings,
 Talk of drafts on Railroad Treasuries —
 Drafts financial (not of liquor),
 Whilst we take a relaxation
 From the arduous cares of business.

Well, we held our first Convention
 There where old Monongahela
 Sends its tribute to the Ohio;
 Now and then down people's gullets
 Also pours its liquid fire,
 Causing them to reel and tumble
 Like the current of the river,
 Rolling onward restless ever.

But this river that I speak of,
 Mingling with the Allegheny
 Forms the muddy stream Ohio,
 There, where old Fort Pitt was standing
 In the days of Revolution —
 Days that tried men's souls and muskets —
 Dark and stormy days of warfare
 In our country's early history.

On that spot the aborigine,
 In his hatred for the pale face,
 Rushed resistless on his victim,
 Tomahawked the trembling settlers.

There, too, many an Indian lover,
 Wooed and won his Minnehaha;
 Noble-hearted Hiawatha
 Sought the dark-eyed Minnehaha,
 Seated by the laughing waters,
 Drinking drafts that then were *current*,
 Just as drafts we take at present
 That are current in the market.

There, we met in first convention —
 But how changed the place and scenery!
 Now, a smoky, bustling city

Stands beside those laughing waters,
 With its forges, manufactories,
 Blacksmith shops, and mammoth steamboats.
 There we met in early spring time,
 Met a year ago at Pittsburgh,
 And determined to adopt a
 Permanent organization,
 And prepare a constitution
 Knowing neither North or South, nor
 Favoring Eastern roads or Western ;
 But beneath its wide-spread branches
 Gathering all in one Convention,
 As a hen collects her chickens
 Underneath her spreading pinions,
 Both for shelter and protection.

II.

Next, at Hamilton assembled,
 In Her Majesty's dominion,
 Near where old Niagara thunders
 With the rushing of its waters,
 Shrieking in their wild commotion
 Like the wraith of Hiawatha.

Thus awoke the morning echoes
 Centuries ago, when nature,
 Wrapped in solitude, lay sleeping
 Undisturbed, except by music
 Of the great trees waving gently,
 Or the roaring of the cataract,
 As upon the solemn grandeur
 Young America stood enraptured.

Most of those that gathered thither
 On the occasion that I speak of,
 Were decidedly spiritual,
 Or at least disposed to be so.
 Many spirits there were present,
 But, alas! they didn't stay long,
 For the hands that joined in friendship
 And the circle formed was broken,
 Whilst the chairs, and e'en the table
 Seemed to move and grow unsteady,
 And the glasses on the table
 Rang and clashed in wild commotion.

Did you ask me where those spirits
 Went to — went that old Jamaica —
 I would answer, I would tell you,
 Black and white together mingling,
 Spirits blue and gray together
 (Blue predominating, rather),
 Passed down each canal that opened
 Wide its portals to receive them —
 Alimentary canal that
 Opened as by intuition.

One, who thought himself conductor,
 Cried out vigorously, "Show your ticket!"
 Whilst another, "Here's the *porter*!"
 "Take your trunk, sir!" — what doth *ale* him?

Here one tries to make an *air*-line
 To the nearest long-necked bottle;
 But his thirsty neighbor quickly
 To himself appropriates it,
 Takes a *draft at sight*, and *failing*,
Brakes the bottle on the table;
 And the gentleman retires
 From the active scene before him,
 Well assured, if money ain't *tight*
 Some one else is — that's the end on't.
 'Tis a broad *gouge*, cries the victim —
 I'll be-*switched* if I believe that
 Such a *draft* is legal *tender*.

Each ambitious bottle holder,
 As he sat thus round the table,
 Sought to pass a resolution
 That each one, to be admitted
 • To the cars or to the banquet,
 Must be made to "Show his ticket."
 But it happened very often
 That the mover and the motion
 Both were laid beneath the table,
 Snoozing calmly there till morning.

When they woke they found that real pain
 Had resulted from their *champagne*,
 And 'twas moved the next Convention
 Should forego the use of brandy,
 Gin or liquor stimulating.
 This was not a business meeting,

But intended for a frolic —
 That was all 'twas gotten up for —
 That was all the fellows wanted.

III.

Next, in Baltimore we gathered,
 In the monumental city,
 Where the aspiring spires to heaven,
 Rear themselves commemorative
 Of the startling scenes that deluged
 This fair land with blood of thousands —
 Fathers, brothers, friends and foemen,
 Mingling in one common current.

There we scarcely had a quorum,
 For it was in the depth of Winter,
 Twenty-first of February,
 And the roads were blocked with snow-drifts,
 Trains stuck fast and engines froze up.

Many started, but unable
 To get through, returned and sent us
 Telegraph dispatches, stating
 That they couldn't reach the city.

Still we had representation
 From the extreme ends of the Union,
 Montreal and far New Orleans,
 Cincinnati and Chicago,
 Cleveland, too, and Philadelphia —
 (Not forgetting one Vermonter)
 Each one sent a delegation;
 And we framed a Constitution,
 Framed a strong unbroken platform,
 Whereon all might stand securely,
 Midst the violent commotion
 And the stormy agitations
 That affect our Railroad business,
 Often causing great reductions
 In the rate of fare and passage,
 Carrying men for almost nothing
 (Children under twelve years, half price).

Now we wide unfurl our banner
 Till it catch the morning breezes,
 And from Eastern coast to Western,
 And from Maine clear down to Texas,

Loud the shout rings out, "We rally
 Round our new-born Constitution ;"
 Strong and vigorous Constitution,
 Makes each fellow bring credentials,
 Makes each person "Show his ticket."

IV.

To secure a good attendance,
 We adjourned to meet in Boston,
 April 16th ; for 'twas told us
 That Bostonians were "Some pumpkins,"
 Growing quite spontaneously
Way down East, amongst the granite.

There we met beneath the shadows,
 Of old Bunker, once so famous,
 Hallowed still with sacred memories
 Of the glorious *rebel* chieftains —
 As the British soldiers called them —
 Revolutionary martyrs,
 Fighting for their country's freedom.

Reminiscences came rising
 Up on memory's panorama,
 Of the brave, the lion-hearted
 Men of other days ; of Warren,
 Dead, yet living still, forever
 Shrined in every patriot bosom.
 Thousands fell on fields of battle
 Whilst the cannon's ceaseless thunder
 Boomed a requiem o'er their death-bed.
 Ward and Putnam, Prescott, Pomeroy,
 Led the men of Massachusetts
 In the deadly strife for freedom —
 Led them on to certain victory ;
 Whilst the flower of Rawdon's army
 Under Gage and Abercrombie,
 Howe, Burgoyne and Major Pitcairne,
 Strewed the gory field, their bodies
 Reeking in the morning sunshine.

Here fell Pitcairne, he who lighted
 Up the torch of war disastrous,
 First at Lexington and Concord.

Here, too, stands old Faneuil Hall, where
 Men of iron nerves, and fearless,

Stood by Liberty's frail cradle,
 Rocked by men who burned for freedom,
 Whilst the storm of war howled wildly
 Round our glorious country's childhood.

Right before us lay the harbor —
 Boston harbor, once the tea-pot
 Into which the *Natives* emptied
 All the tea-chests, with their contents,
 That John Bull at so much labor
 Sought to charge us double price for —
 Sought to cram his vile *Imperial*
 Down our throats quite *volens volens*.
 Young America! thou tea-chest
 Even George III. a lesson
 When thou gavest him *Gunpowder*
 In return for his *Imperial*.

Well, we met in old New England —
 "Way deown East" in old New England —
 Reminiscences of lang syne
 Clustering round her granite mountains —
 Met in Boston in Convention,
 Where the people's hearts beat warmly
 As they grasp the hand of welcome.

First, we chose from out our number,
 To preside and act the chairman,
 One who graced our meeting bravely,
 Finest-looking man among us —
 Filled quite full the chair we gave him.

Then, like good boys, much regretting
 All the errors of the by-gone,
 Of our past Railroad experience,
 Made some wholesome resolutions,
 Promised to do better henceforth,
 And a few new leaves turned over;
 Settled — how to pay our money —
 Rate of baggage — made report on
 Cash collections of Conductors —
 Thanked the people generally
 For their kindness and their courtesy: —
 Men from Boston Roads excepted,
 Whom we tried to find, but could not;
 Didn't show their faces near us —
 Didn't honor us with their presence.

Business done, we then retired

To a glorious, sumptuous banquet
 At the Winthrop House, invited
 By the Railroad men of Boston
 (Not the men of Boston Railroads),
 And we had a glorious evening.

First came chowder (real clam chowder),
 Which our President was fond of;
 Then of meats a great variety,
 Hot and cold, both wild and tame ducks;
 Lobster, too, and chicken salad,
 Condiments well intermingled;
 Not to speak of tarts and custards,
 Sweetmeats, too, innumerable,
 Candies, cakes, and rich confections,
 All were crowded on the table.

Then ensued the feast convivial,
 Each one ate and drank till midnight,
 The hour, 'tis said, when churchyards yawning,
 Ghosts stalk forth upon their rambles.
 Toasts were drank in Otard, Heidsick,
 Champagne, claret, sometimes brandy;
 But give me the pure, cold water,
 Brewed amongst the hills and mountains,
 Far up where the meek-eyed daises —
 Where the modest violets, blushing,
 Kiss the bubbling ripples glancing
 In the sunlight of the mountain.

Slowly came the small hours onward —
 Small hours of the early morning —
 And we parted, fondly hoping
 We might, either there or elsewhere,
 Meet our Railroad brethren often.

Come, then, all hands, next November,
 To St. Louis, where we hope to
 Greet you with a hearty welcome!
 Come, ye deadheads, get your hats chalked,
 Go and view the prairie landscape.

Let the *y' East* arise like leaven,
 Spread o'er all the flour-y West,
 'Till the whole united Union
Rises and grows *light* (not headed),
 And in one Convention gathered,
 All the General Ticket Agents

Of this wide-spread, glorious nation,
Shall enlighten Superintendents,
Presidents and all Directors —
Teach the *modus operandi*
Of conducting Railroad business —
Making each one "Show his ticket."

Philadelphia, April 24th, 1856.

LEWIS L. HOUPPT.

PROCEEDINGS OF CONVENTION

OF

NATIONAL GENERAL TICKET AGENTS'

ASSOCIATION.

ST. LOUIS, Mo., Nov. 19th, 1856.

The National Convention of General Ticket Agents organized at 10 o'clock A. M., at the office of the Terre Haute, Alton & St. Louis Railroad Company, B. F. Fifield, President, in the Chair.

In the absence of Mr. Barr, Corresponding Secretary, Mr. C. B. Greenough, of New York & Erie Road, was appointed in his stead.

On motion of P. W. Strader, a Committee of three was appointed on Credentials, viz. : Messrs. P. W. Strader, Thos. Frazer and John W. Brown, who reported as follows :

Present :

H. D. DOANE, General Western Agent Troy & Boston, Rutland, Burlington & Fitchburg Roads.	
W. L. ST. JOHN, General Ticket Agent.....	Chicago & Rock Island R. R. Co.
JOHN U. PARSONS, General Ticket Agent.....	Cleveland & Toledo “
JAS. HOOKER, General Ticket Agent, Ind. Central and Dayton & Western	“
DUDLEY P. PHELPS, General Ticket Agent	Mich. Southern “
GEO. M. GRAY, General Agent at Chicago.....	“ “ “
JOHN F. PORTER, General Agent at New York.....	“ “ “
LA FAYETTE DEVENNEY, General Ticket & Freight Ag't, Steubenville & Ind.	“
F. R. MYERS, General Ticket Agent.....	Cleveland & Pittsburgh “
CHAS. WOOD, Secretary	Terre Haute & Richmond “
WARREN KIMBALL, General Agent.....	Cheshire “

LEWIS L. HOUPPT, General Ticket Agent	Pennsylvania R. R. Co.	
J. F. BOYD, General Ticket Agent	Bellefontaine	"
A. B. ELLIOTT, General Eastern Agent.....	"	"
J. W. CARY, General Ticket Agent.....	Clev., Painesville & Ashtabula	"
C. B. GREENOUGH, General Ticket Agent.....	New York & Erie	"
S. M. LEMONT, General Ticket Agent	Jeffersonville	"
ISAAC WYMAN, General Ticket Agent	Ohio & Mississippi	"
WM. DOUGLASS, Assistant Ticket Agent.....	"	"
THOS. FRAZER, General Ticket Agent..	Mich. Central	"
CHAS. E. NOBLE, General Agent at Buffalo	"	"
H. J. SPAULDING, General Agent, Chicago.....	"	"
W. F. REYNOLDS, President	LaFayette & Indianapolis	"
JULIUS MOVIUS, General Agent.....	Great Western	" of Can
P. HOMAN, General Western Agent	"	" "
DARIUS CLARK, General Agent, New York	"	" "
H. C. MARSHALL, General Ticket Agent.....	Clev., Columbus & Cin.	"
S. M. BURNHAM, General Ticket Agent.....	Northern Cross	"
NATHAN STEVENS, General Ticket Agent.....	New Albany & Salem	"
JOHN M. SHARP, General Western Agent	Baltimore & Ohio	"
JNO. W. BROWN, General Ticket Agent	Central Ohio	"
P. W. STRADER, General Ticket Agent.....	Little Miami & Columbus & Xenia; Dayton, Xenia & Belpre, and Kentucky Central (Coving- ton and Lexington Division).....	"
B. F. FIFIELD, General Ticket Agent...Terre Haute, Alton & St. Louis		"
A. L. STOREY, General Trav. Agent, Alb., Northern & Rutland & Wash.		"

The report was received, and, on motion, was adopted unanimously.

On motion of Mr. Marshall,

Resolved, That a Committee of five be appointed to prepare business for the Convention.

Messrs. Frazer, Phelps, Boyd, Strader and Wyman were delegated to act as such Committee.

On motion of Mr. Myers,

Resolved, That a Committee of five be appointed to report upon the best, most effective and economical system of general agencies, the proper mode of advertising routes, and the sale of through tickets.

The Chair appointed Messrs. Porter, Gray, Clark, Spalding and Doane.

To give the Committees time to prepare their reports, on motion, the Convention adjourned, to meet at 3 P.M.

AFTERNOON SESSION.

The Convention met pursuant to adjournment, at 3 P.M., the President in the chair.

Additional delegates present :

G. B. BROWN, General Agent.....Cin., Hamilton & Dayton R. R. Co.
GEO. DARTNELL, General Ticket Agent.....Grand Trunk R. R. Co.

On motion of Mr. Movius, Mr. Bailey was invited to exhibit to the Convention his machine for dating and consecutively numbering local tickets.

Having listened to his explanation, the regular business of the meeting was resumed.

Mr. Frazer, on behalf of the Committee to Prepare Business, made a report, which, being dissented from, on motion of Mr. Movius,

Resolved, That the report be referred back to the Committee, with instructions to confine themselves merely to the preparation of business for the Convention.

They having retired a short time, presented a new report as follows :

The Committee appointed to Prepare Business for the Convention, begs to submit the following items for consideration, viz. :

First. The consideration of the following resolution, adopted at Cleveland, Sept. 17th, viz. :

Resolved, That the subject of doing away with the present coupon ticket system, and adopting in its stead (if practicable) a card ticket system, be referred to the General Ticket Agents, to be acted upon at their meeting at St. Louis, November 17th.

Second. Uniformity of size, form and style of coupon ticket reports.

Third. A system of checks on extra baggage collections.

Fourth. An uniform system of settling ticket balances, provided it shall not interfere with arrangements now existing.

Fifth. The policy of selling tickets outside of the regular offices of company.

On motion, the report was unanimously accepted, and the Committee discharged.

On the first item of business thus reported, Mr. Marshall offered the following resolution, to wit:

Resolved, That a special Committee be appointed to report upon the resolution of the Cleveland Convention, in regard to substituting a card for the coupon ticket used in the present system, and, if expedient, to present a form of ticket to be so used.

This resolution being agreed to, the Chair appointed Messrs. Marshall, Frazer and Burnham to serve as such Committee.

On motion of Mr. Myers, it was

Resolved, To appoint a Committee of five to prepare a form of ticket in accordance with item No. 2.

Messrs. Myers, Wood, J. W. Brown, Boyd and Kimball were appointed to attend to this duty.

On motion,

Resolved, That a Committee be appointed to report on item No. 3.

Thereupon Messrs. Wyman, Noble and Gray were requested to act as such Committee.

On motion of the Secretary,

Resolved, That item No. 4 be laid on the table.

Resolved, That a Committee be appointed to report upon item No. 5.

Messrs. Lemont, Stevens, Parsons, St. John and Homan were authorized to act as such Committee.

The Committee to whom was referred the subject of general agencies, proper advertisements of routes, &c., through John F. Porter, its Chairman, submitted a report, which was accepted, and the Committee discharged.

Most of the members being out on committees, on motion,

Resolved, That the report be laid upon the table for the present.

When, there being no committees ready to report, the Convention adjourned, to meet at 9 o'clock to-morrow morning.

MORNING SESSION.

Nov. 20th, 1856.

The Convention re-assembled at 9 o'clock A.M

The minutes of its previous session being read, were adopted.

On motion of Mr. Movius, the report of the Committee on General Agencies was taken up for consideration, and, being read, amendments were made, and the report finally adopted as follows :

The Committee to whom was referred the resolution in regard to "the most effective and economical system of general agencies, the proper method of advertising of route, and the sale of through tickets," would most respectfully report:

That they have carefully considered the subject, and although the resolution of the Convention is not as definite as the Committee would wish, they would suggest the system adopted by the different members of this Committee, both in the East and the West.

That, in the establishment of agencies for the sale of tickets, no undue advantage shall be taken, but routes coming in competition shall, through their General Agents, consult and agree upon some definite rule of action, giving to each route the same rates of fare, to be governed by the rate *via* the shortest route, and the same commissions or compensation shall be allowed to the agent or agents of each route.

Also, in regard to the employment of outside agents or runners; each line shall be allowed an equal number (the fewer the better), who shall in no manner misrepresent an opposing route, but at the same time devote their attention to the route for which they are employed, to their own individual credit and the representation of the routes they represent.

In the general plan of advertising by rival routes, either through the daily journals of the country, large posters, or small handbills for general distribution, or cards, your Committee regret to say that in some portions of the country when, from local causes or otherwise, competition becomes much greater than it should be, they have observed that personalities are indulged in, and many things said and done that in themselves do no credit to the corporations or the parties representing them, and at all events, do not in the least influence the intelligent portion of the traveling public, which of itself should receive the attention of the Convention.

Your Committee cannot too fully impress this subject on the Convention; while it may for a moment seem to gratify the public, or the personal popularity of some particular agent, it does not in the long run add any credit or reputation to the particular route represented.

Your Committee, knowing from personal observation that competing routes can be successfully advertised and represented in this respect, would most respectfully suggest that at all prominent points on the great thoroughfares, each General Agent shall, before issuing any bill, poster or card, submit the same to his opponent for approval; and the said posters, cards and bills should contain nothing but the name, style and title of the route or line, time of departure and arrival of trains at principal points, the number of trains, rates of fare, table of distances, and such other facts connected with the route as may be necessary for the information of the public. And this Convention, jointly and severally, pledges its aid, influence and exertion, to bring about this so much needed and desirable reformation, believing that the Directors of our respective companies, and also the traveling public, will fully sustain us in this effort to bring about a system of economy, aiding to establish fraternal relations amongst the former, and convey reliable information to the latter.

While a due regard to economy in the expenses of all leading thoroughfares must suggest the above to all its agents and representatives, your Committee cannot too forcibly recommend to each and every one intrusted with the important duties of the traffic in the passenger department, a harmonious and uniform understanding, and a consultation in detail, in order to more fully carry out the letter and intent of this suggestion, believing that it will be a source of profit to the shareholders we represent, and credit to the respective agents.

That your Committee do not feel justified in suggesting any plan for the sale of coupon tickets, as this part of the proceedings of this Convention is entrusted to a competent Committee of General Ticket Agents.

JOHN F. PORTER.
GEO. M. GRAY.
H. J. SPALDING.
DARIUS CLARK.
H. D. DOANE.

The Committee appointed at the previous meeting (April 17th, 1856) to report upon the general plan of coupon ticketing, &c., made the following report, which was unanimously adopted, and the Committee discharged:

Report upon the general plan of coupon ticketing, conditions and forms of same, &c.

In view of the great and increasing importance and complication of the through ticket business, it becomes necessary that all roads should adopt a uniform system, simple and complete. That this can and must be done, is the opinion of your Committee, and, no doubt, of all the members of this Convention. But it is not sufficient that we merely acquiesce in this belief, but we are to consider what is the

best plan to accomplish this object, for all have our views on the subject, and although differing somewhat, are designed to attain the same result. Some, no doubt, are preferable to others; and it is the best that we want. Without presuming to be able to give such, yet, in accordance with the duty assigned us, we will endeavor to present a few suggestions, which it is hoped may be worthy the consideration of this Convention.

First. The size of coupons should be uniform, and large enough to admit of a stamp without obscuring the other matter contained in the ticket.

Second. Each coupon of a through ticket should show: First, the name of the road over which it passes, either by initial or in full; second, number of passengers, and class; third, the local points between which it is designed to be used; fourth, the official signature of the road issuing it; fifth, the route, to be designated by numerical figures; sixth, destination in full; the last two to be placed in a position least liable to be torn off or destroyed. Here it will be observed that if the destination happens to be gone from a coupon, the number designating the route also designates the destination, thus affording double security in ascertaining this, so necessary to be known, in registering collections, &c. We also recommend that a chart of the tickets, with the number of forms, &c., be furnished by every road to the general ticket department of each road over which the tickets pass.

Third. Tickets of the same denomination should be numbered consecutively. Some, who have already adopted this method, will be able to give the practical benefits arising from it better than we. Let us, however, suggest one or two: First, that being properly numbered and examined before sending out to agents, is pretty good evidence that no more are sent than intended; and second, being sold only consecutively, by their numbers, the collections of the same afford a perfect check upon the agents selling them. If the tickets are printed without a stub or margin, the first coupon only need be numbered; if with the stub, number that also.

Fourth. Tickets should in no wise be mutilated or any part thereof detached, or to afford a destination different from that specified upon them; and if to accommodate a half passenger a whole ticket is altered, its value should be diminished, rather than increased.

Fifth. The conditions of tickets, your Committee are not prepared to report upon satisfactorily. At the railroad convention held in Cleveland, Oct. 1st, ultimo, it was resolved, "That all coupon tickets shall have printed upon their faces, 'good only for 14 days from date,' when for 1,000 miles or under, and twenty days when over 1,000 miles." Now, to make this condition *practical*—if indeed the use of tickets can be so limited—it will, of course, be necessary: First, that they all be distinctly dated; second, that all roads abide by it.

It is customary now to stamp upon tickets the date of sale, but occasionally it is omitted, and often becomes illegible; in such cases this *condition* would be of no

effect. Again, the question arises, would conductors be able to carry out such a condition? One great advantage in having tickets dated is, that it provides a means for checking reports of sales; but experience goes to show that with foreign tickets, if the sales are of any magnitude, it is seldom accomplished. This is not, however, introduced as an argument against stamping or dating tickets; on the contrary, it shows the greater necessity for not only dating but executing "*the 14 and 20 days' condition*," when we should attain the grand desideratum, at least more nearly than in any other way.

The object in view in limiting the use of tickets, we suppose to be to prevent outside speculations, or buying them up at reduced fares, and holding them till such time as the fares are increased. This might be prevented by making fares uniform the year round. Another more serious mode of speculating in tickets, is in detaching the coupons and selling each at local fares. This last operation, it is proposed, by a resolution of the Cleveland Convention referring it to this one, to obviate, by adopting a form of coupon or card ticket, one part of which becoming detached from the principal ticket, is rendered worthless—and the matter, no doubt, will be presented in various forms for the consideration of the Convention. It is proposed that one year be the limit for issuing a particular set of tickets, and that each year new sets be issued, with such change as will make them entirely distinct from those of any previous year; this can be done by having the year printed upon the face of each coupon, and then if the stamp happened to be omitted, it would be readily known to what year's account the ticket belonged. Reports to foreign roads should show the number of the form, the destination, and through fare, as well as the proportion and amount for that road.

Respectfully submitted.

J. W. CARY.

F. R. MYERS.

Mr. Marshall, on behalf of the Committee to whom was intrusted the consideration of the matter referred to this Convention by the Convention of General Superintendents at Cleveland, made report as follows :

Your Committee beg leave to report that the present coupon system, in its nature and principles, opens the door for fraud on those railroads whose local fares are higher than their proportion of through fares; and it is the sense of your Committee that a through ticket should be entire, in one piece, and that checks for the convenience of the several roads in keeping their accounts should be attached thereto, but to be of no value unless accompanied by or attached to the ticket.

H. C. MARSHALL.

S. M. BURNHAM.

They also submitted the following ticket :

1856.	<p align="center">TICKET.</p> <p align="center">Cleveland to New York</p> <p align="center">Issued by C. C. and C. R. R. Co.</p> <p align="center">GOOD FOR ONE PASSAGE FROM</p> <p align="center">ALBANY TO NEW YORK.</p> <p align="center">FORM 150.</p> <p>The Checks belonging to this Ticket are not good for a passage, if detached.</p> <p align="right">(Signature.)</p>
	<p align="center">CHECK.</p> <p align="center">(Not good if detached from Ticket.)</p> <p align="center">BUFFALO TO ALBANY.</p> <p align="center">150.</p> <p align="center">C. C. and C. R. R. Co.</p>
	<p align="center">CHECK.</p> <p align="center">(Not good if detached from Ticket.)</p> <p align="center">ERIE TO BUFFALO.</p> <p align="center">150.</p> <p align="center">C. C. and C. R. R. Co.</p>
	<p align="center">CHECK.</p> <p align="center">(Not good if detached from Ticket.)</p> <p align="center">CLEVELAND TO ERIE.</p> <p align="center">150.</p> <p align="center">C. C. and C. R. R. Co.</p>

On motion,

Resolved, That the report be laid upon the table and the Committee discharged.

On motion of the Secretary,

Resolved, That a Committee of five be appointed to prepare a communication to the Convention of Superintendents, in regard to the action of the General Ticket Agents' Convention, in the matter referred to us by them in the foregoing resolution, adopted at their last meeting in Cleveland, held Oct. 1st, 1856.

The Chair appointed Messrs. Houpt, Greenough, Myers, Boyd and Stevens as said Committee.

Mr. Myers, on the uniformity of form and size, and style of coupon ticket reports, submitted a blank form.

After considerable discussion, the report was finally adopted, with a recommendation that it go into general use on January 1, 1857, the report to be on cap paper, and ruled as in the form (see form of report inclosed).

The Committee to whom was referred the subject of a check on collections of extra baggage, submitted a report, which was laid upon the table; being subsequently called up for reconsideration, its adoption was not agreed to.

The Committee to whom was intrusted the preparation of a report on "the policy of selling tickets outside the regular offices of a company," reported that they were unable to prepare a report on that subject in the time allowed them, and prayed for a discharge, which was granted.

Instead of the report, the following resolution, offered by Mr. Elliott, was, after amendment, unanimously adopted:

Resolved, That the practice of selling tickets outside the regular offices of a company, is detrimental to the legitimate business of lines, and is not countenanced by this Convention, and that we earnestly request the various railroad Superintendents to cut off all such agencies.

On motion of Mr. Marshall,

Resolved, That a Committee of three be appointed to prepare business for the next Convention; and that all members who wish to bring up any particular business, will advise the Committee at least twenty days before the next Convention shall sit; and also, that the Committee shall issue a circular to all the members of the Convention, stating the business to be brought before them.

The Chair appointed Messrs. Marshall, Cary and Myers as that Committee.

On motion of Mr. Movius,

Resolved, That the General Ticket Agents, and other officers who issue tickets to passengers, and prepare bills advertising their respective routes, be requested to forward a sample of each to the general Committee appointed to prepare business for the next Convention, and advise said Committee of the latest changes made in tickets or bills from time to time.

On motion, the Convention adjourned till 3 o'clock P.M.

AFTERNOON SESSION.

The Convention re-assembled at 3 o'clock P.M.

The Committee appointed at the previous session to prepare a communication to the Convention of Superintendents, submitted the following letter :

Messrs. Homer Ramsdell, Erastus Corning, Samuel Sloan, A. Stone, Jr., and J. W. Brooks :

GENTLEMEN : In regard to the subject of doing away with the present complicated system of coupon tickets, which was referred by you to the General Ticket Agents' Convention, at St. Louis, that Convention, through the special Committee appointed for the purpose, beg to submit :

That they have examined and discussed this subject in all its ramifications, and have earnestly labored to bring about some reform, or, at least, improvement, whereby a limit might be placed upon the too widely extended sale of coupon tickets, and at the same time secure the respective companies from fraud and imposition by designing men.

The sentiments of this Convention, on this entire subject, are very fully embodied in the able report submitted to this Convention by Messrs. Cary and Myers, which is to be found in the printed report of our proceedings, to which we beg very respectfully to refer you.

In brief, we consider that each road should have a distinct coupon of uniform size, and large enough to bear a responsible signature, and to be stamped conspicuously with the date.

That each coupon should be explicit in itself, showing the place of sale, destination, the road over which it passes ; good for one or one-half seat, as the case may be ; and, in fact, the ticket, as a whole, should be a guarantee to the passenger for the money paid, and assurance that he is thereby entitled to a passage to the point to which he has paid.

We grant that some unnecessary latitude is given to the sale of coupon tickets, involving increased expense upon terminal roads in the preparation of said tickets, but we are of the opinion that the substitution of a single card ticket would not only not remove the evil, but would entail upon us difficulties both more numerous and serious than those now complained of. The great desideratum in the accounts of all railroad companies, is to be able to sum up the receipts monthly, as early as practicable. This is done, in the majority of cases, approximately from the tickets collected ; and if each road had no opportunity to collect a coupon of the through ticket, they would be left entirely at the mercy of the party issuing said ticket to

report the same. This report might be delayed for a month, as is found to be the case occasionally in practice, in which event no account whatsoever of the earnings of the road could be kept, except through detailed reports of conductors, complicated in themselves, and involving unnecessary labor, with but a very unsatisfactory result. In view, therefore, of the fact that railroad companies expect a detailed account of the earning of their respective lines oftener than once a month, and as such a detailed statement could not be made if the card ticket were substituted for the present coupon ticket, therefore we consider the substitution, under existing circumstances, impracticable.

The only serious objection offered to the system of coupon tickets at present in vogue, seems to be that purchasers of through tickets are sometimes in the habit of separating the coupons and selling each at local rates, thus realizing from their sale a profit varying from one-fourth to one-half cent per mile.

For this evil we suggest two remedies:

First. To have inserted upon each coupon a clause to this effect, viz.: This coupon will be accepted only at local fare if detached by any other person than the conductor.

Second. To increase the through rate so much that the difference in fare between it and the sum of the local rates may be so trifling as not to pay an individual mean enough to attempt the sale of the partial coupons. And there is no reason in the world why through passengers should be carried so much lower than the local, when at least two-thirds of the revenue of each road is derived from its local business.

Either or both these plans would insure the companies against outside speculation. In regard to the limitation of time for which a ticket is good, we are unanimous in the belief that a ticket is good for a trip at any time, and that a company would not be justified in refusing a lawful ticket, even at the expiration of a year after its issue. Because, it has been decided that whatever a company has been accustomed to receive as a ticket, no matter however questionable its shape, is a certificate of passage, by which the company is bound, despite any limitation that may be upon it.

The purchaser of such a ticket is not presumed to know that he is restricted in time; he has no opportunity, before buying it, of reading the ticket; he may be a German, and cannot read English, and hence, we consider, is not a party to any contract limiting his trip to ten or more days. Hence, for all these, and other reasons, the Committee are of decided opinion that, however desirable the limitation of tickets, or the curtailment of expense may be, it is, at present, impracticable under the arrangements that now exist throughout the United States.

LEWIS L. HOUP, T,
C. B. GREENOUGH,
F. R. MYERS,
N. STEVENS,
J. F. BOYD,
Committee.

On motion, it was unanimously

Resolved, That the report be adopted as the expression of this Convention, and the Committee discharged.

On motion of Mr. Noble.

Resolved, That when this Convention adjourns, it adjourn to meet at New York, on the third Wednesday in April next.

On motion,

Resolved, That the thanks of this Convention be tendered to the officers of the Terre Haute, Alton & St. Louis Railroad Company, for the use of their room during the sittings of the Convention.

Resolved, That the thanks of the Convention be tendered to the railroad men of St. Louis, for their courtesy and attention to the members of the Convention during their stay.

Resolved, That the Secretary be authorized to have these proceedings printed in pamphlet form, and send copies to each railroad company.

On motion, the Convention adjourned.

B. F. FIFIELD, *President*.

LEWIS L. HOUP,
 Secretary.

No record of meeting in New York, April 15, 1857.

PROCEEDINGS OF CONVENTION
OF
NATIONAL GENERAL TICKET AGENTS'
ASSOCIATION.

INDIANAPOLIS, Sept. 24th, 1857.

DEAR SIR:—I beg leave to call your attention to the following extracts, taken from the minutes of the proceedings of the National General Ticket Agents' Association, held in New York, April 15th, 1857, to-wit:

"On motion of John A. Lapham, a Committee of three was appointed to report, at the next meeting, on the subject of coupon tickets, and prepare, if possible, a ticket that would obviate the objections to both the old and new.

"JNO. A. LAPHAM,

"N. STEVENS,

"C. B. GREENOUGH,

Committee.

"Motion of W. A. Burnett: Each member of the Association should forward to this Committee a sample of their coupon tickets."

On motion of W. A. Burnett,

Resolved, That a Committee be appointed to report upon the best system of collections for extra baggage, and for insuring accuracy in accounting for the same by the agent, and as between different roads; also, on the best system of checking baggage.

W. A. BURNETT,

L. M. COLE,

D. P. PHELPS,

W. L. ST. JOHN,

C. H. KENDRICK,

Committee.

Resolution offered by E. B. Brown:

"*Resolved*, That we recommend an entire abrogation of the practice of trans-

porting extra baggage free to any amount ; and that the price of tickets shall only include the passage, all baggage to be charged extra."

Reference of this resolution was asked to Committee on Extra Baggage.

J. W. CARY, *Secretary.*

GEN. TICKET OFFICE, CLEVELAND, PAINSVILLE & ASHTABULA R. R..
No. 9 R. R. Exchange, Water street,
CLEVELAND, Oct. 16th, 1857.

General Ticket Agent,

SIR: At the Convention of Presidents and Superintendents of the Western Railroads now in session in this city, the fixing of through passenger fares for the winter business was referred to the General Ticket Agents, and as their guide or basis for computing the same, the following, 6th resolution, was adopted :

Resolved, That the rates of passenger fare on competing lines, to all points, shall be uniform, and shall be fixed by the shortest lines between such competing points, which rates shall not be changed unless on ten (10) days previous notice in writing.

That such rates shall not be less than two and a-half ($2\frac{1}{2}$) cents per mile per passenger: *Provided*, That no line be required to bring the through fare above the sum of the local fares of the several roads composing the shortest line, and baggage may be checked between the termini of their Western connections on the Ohio and Mississippi rivers. Eighty pounds of baggage shall be allowed to each first class passenger. All extra baggage shall be charged double first class freight rates. It shall be collected as far as the baggage is checked, a manifest sent with it, and the proportions reported to the several roads, and paid in ticket balances. Emigrant baggage shall be charged such rates as the General Freight Agents of connecting lines may determine.

Owing to the absence of the proper representatives of some of the most important roads, it was impossible to fix the rates at this time, and the Committee of General Ticket Agents adjourned, to meet at Chicago, at 9 o'clock Wednesday morning, October 21st, 1857, which is the time appointed for the regular meeting of the Association, then and there to make up these rates, and proportions on same. You are therefore respectfully and earnestly solicited to be present.

J. W. CARY,
Sec'y of the Committee.

PROCEEDINGS OF CONVENTION

OF

NATIONAL GENERAL TICKET AGENTS'

ASSOCIATION.

CHICAGO, September 21, 1858.

At a special meeting, held pursuant to notice, at the Tremont House, Chicago, on the 21st day of September, 1858, the following representatives of the roads named were present:

D. P. PHELPS, General Ticket Agent.....	M. S. & N. I. R. R.
THOS. FRAZER, General Ticket Agent.....	M. C. "
JOHN U. PARSONS, General Ticket Agent	C. & T. "
J. W. CARY, General Ticket Agent.....	Cleve. Painsv. & A. "
W. R. BARR, General Agent.....	Lake Shore Line
B. F. FIFIELD, General Agent.....	T. H., A. & St. L. R. R.
J. F. BOYD, General Ticket Agent.....	Bellefontaine Line
J. J. HOUSTON, General Agent.....	P., Ft. W. & C. R. R.
E. F. FULLER, General Agent.....	Balt. & O. "
D. W. BOSS, General Western Agent.....	P., Ft. W. & C. "
H. C. MARSHALL, General Ticket Agent.....	C., C. & C. "
C. B. GREENOUGH, General Ticket Agent.....	N. Y. & E. "
S. K. PLATT, General Ticket Agent.....	Mil. & Miss. "
E. D. ROBINSON, General Ticket Agent.....	C., St. P. & F. du L. "
SAMUEL POWELL, General Ticket Agent.....	C., B. & Q. "
C. P. LELAND, General Ticket Agent.....	Mil. & Chicago "
H. H. PORTER, General Ticket Agent.....	G. & C. U. "
F. A. FOLLETT, General Ticket Agent.....	C. & Mil. "
P. W. STRADER, General Ticket Agent.....	Ohio & Miss. "
M. L. SYKES, JR., Superintendent.....	Chicago & Milwaukee Line
E. H. GOODRICH, Superintendent.....	La Crosse & Milwaukee Line
J. C. CLARK, Superintendent	Ill. Central R. R

The meeting was called to order by Mr. D. P. Phelps, President of the Association, who stated the object of the Convention to be the consideration of what, if any, action should be taken by the different lines interested, with regard to the new rates established by the Detroit and Milwaukee Railroad line.

In the absence of the Secretary, Mr. J. U. Parsons, of the Cleveland & Toledo Railroad was appointed Secretary *pro tem*.

On motion of Mr. Marshall, a Committee of thirteen, consisting of Messrs. Marshall, Clark, Follett, Robinson, Platt, Goodrich, Porter, Cary, Houston, Barr, Fuller, Phelps and Frazer, was appointed to consider the business before the Convention and report thereon.

The Convention adjourned to half past 2 o'clock.

On re-assembling of the meeting the Committee reported, recommending the adoption, by the roads interested, of the following scale of rates:

[Rates are omitted as not being of sufficient use to warrant publication.]

On motion, a Committee, consisting of Messrs. Houston, Robinson, Platt, Phelps and Frazer, was appointed to wait upon the officers of the Great Western Railway of Canada, and of the Detroit & Milwaukee Railroad, to ascertain if those roads were willing to advance their rates of fare from Suspension Bridge and Buffalo to Milwaukee, said Committee to report at the semi-annual meeting of the Association, to be held at Philadelphia on the 13th of October next.

DUDLEY P. PHELPS,
President.

JOHN U. PARSONS,
Secretary pro tem.

PROCEEDINGS OF CONVENTION OF NATIONAL GENERAL TICKET AGENTS' ASSOCIATION.

PHILADELPHIA, October 26, 1858.

At their semi-annual meeting, held at Philadelphia, on the 26th day of October, 1858, Dudley P. Phelps, President, in the chair, J. A. Burch, Recording Secretary, the following named representatives of their several roads were in attendance :

JOHN J. HOUSTON, General Passenger Agent.....	Ptts., Ft. W. & Chicago R. R.
D. P. PHELPS, General Ticket Agent.....	Mich. South. & Northern Ind. "
THOMAS FRAZER, General Ticket Agent.....	Mich. Central "
L. M. COLE, General Ticket Agent.....	Balt. & Ohio "
LEWIS L. HOUP, General Ticket Agent.....	Pennsylvania "
JOHN U. PARSONS, General Ticket Agent.....	Clev. & Toledo "
J. W. CARY, General Ticket Agent.....	Cleve., Painsville & Ashtabula "
F. R. MYERS, General Ticket Agent.....	Clev. & Pittsburgh "
H. C. MARSHALL, General Ticket Agent.....	Clev., Col. & Cin. "
WM. R. BARR, General Agent.....	Lake Shore R. R. Line
J. W. BROWN, General Ticket Agent.....	Central Ohio R. R.
P. W. STRADER, General Ticket Agent.....	O. & Miss. and Little Miami "
E. F. FULLER, General Western Agent.....	Ohio & Miss "
W. P. JOHNSON, General Ticket Agent.....	Ill. Central "
H. H. REYNOLDS, General Ticket Agent.....	Jeffersonville "
J. F. BOYD, General Ticket Agent.....	Bellefontaine R. R. Line
J. A. BURCH, General Ticket Agent.....	Buffalo & Erie R. R.
CHAS. E. NOBLE, General Agent.....	Michigan Central "
CHAS. WOOD, Secretary.....	Terre Haute & Richmond "
JAMES JONES, General Eastern Agent.....	Ohio & Miss. "
IRA A. HUTCHINSON, General Ticket Agent.....	Pitts., Col. & Cin. "
JOSEPH HUDDALL, General Ticket Agent.....	Phil., Wil. & Balt. "

G. W. BARTLETT, General Ticket Agent.....	Toledo, Wabash & Western R. R.
GEO. R. WEED, General Eastern Agent.....	Toledo, Wabash & Western "
C. KNOWLTON, Superintendent.....	Joliet & North. Ind "
GERSH BANKER, Chief Clerk.....	N. Y. Central "

On motion, the chair appointed a Committee of seven to prepare business for the Convention, and to take into consideration what changes should be made in the present passenger rates, if any.

The Committee consisted of the following: Messrs. F. R. Myers, L. M. Cole, C. B. Greenough, P. W. Strader, Wm. R. Barr, Thos. Frazer and Lewis L. Houpt.

The Committee appointed at the Chicago meeting, to confer with the officers of the Great Western Railway and the Detroit & Milwaukee Railroad, to ascertain if those roads would make any advance in their passenger rates on through business, reported, through Mr. Frazer, the correspondence and conversation had with the officers of the roads on this subject, in which they decline making any advance of rates.

The report was accepted and referred to the Business Committee.

Adjourned to 4 o'clock P. M., at which time, the Business Committee not being prepared to report, the Convention was further adjourned to 9 o'clock A.M. of next day.

SECOND DAY.

OCTOBER 27.

Convention re-assembled, and the Business Committee reported a recommendation that the subject of fares to Milwaukee and points Northwest be referred to the Convention of Presidents and Superintendents, appointed to be held at Cleveland on the 10th of November next, which was adopted.

They reported, also, a schedule of rates of fares, to take effect

on and after November 1st, 1858, which rates were adopted by the Association.

Mr. Houpt, giving notice that as the Baltimore & Ohio Road insisted upon a greater discrimination being made between Chicago and Philadelphia and Chicago and Baltimore, than had ever been made before, the Baltimore rates here established are made subject to the future arrangements of the Presidents of the Pennsylvania and Baltimore and Ohio Railroad Companies.

On motion of Mr. Myers,

Resolved, That we recommend to the Presidents and Superintendents, at their next meeting, at Cleveland, the increase of net rates on emigrant fare to one-half the rates of first-class fare. The Secretary to furnish a copy of this resolution to the President of the Cleveland Convention, called for the 10th of November.

Adopted.

On motion of Mr. Houston, the following resolution was unanimously adopted:

Resolved, That we will request the proper officers of our respective roads to abandon the sale of mixed tickets; and that the Secretary of this meeting be directed to furnish a copy of this resolution to the Presidents and Superintendents at their next meeting at Cleveland, as we regard the practice to be detrimental to the Railroad interest, and subversive of good faith in the maintainance of rates.

On motion of Mr. Cary,

Resolved, That the General Ticket Agents of each road be requested to furnish to the Secretary of this Convention, previous to our next meeting, a copy of their current local passenger tariff (showing distances) for the use of the Association.

Resolved, That when this Association adjourn, it adjourn to meet on the second Wednesday in March next, at Cleveland.

On motion, adjourned.

D. P. PHELPS,
President.

J. A. BURCH,
Secretary.

PROCEEDINGS OF CONVENTION OF NATIONAL GENERAL TICKET AGENTS' ASSOCIATION.

CLEVELAND, OHIO, Oct. 16, 1860.

The semi-annual Convention of General Ticket Agents met this afternoon, at 2 o'clock, at the Angier House, F. B. Myers, President of the Association, in the Chair.

On motion, the President appointed the following named gentlemen a Committee:

On Credentials.—Geo. W. Bartlett, Toledo & Wabash R. R., and Charles Wood, Terre Haute & Richmond R. R.

The following Agents presented their names, and were recognized representatives of their respective roads:

JULIUS MOVIER.....	Gt. Western of Ca.
H. C. MARSHALL.....	Clev., Columbus & Cin.
L. L. HOUPE.....	Penn. Central
GEORGE C. HATHAWAY.....	Pittsburgh, Ft. Wayne & Chicago.
S. W. CHAPMAN.....	Cin. & Chicago.
Geo. M. WHEELER.....	Galena & Chicago Union.
F. B. MYERS.....	Clev. & Pittsburgh.
M. G. CLAPP.....	Sandusky, Dayton & Cincinnati.
H. PARBUTT.....	Ind. Central and Dayton & Western.
W. J. DILL.....	Sandusky, Mansfield & Newark.
A. W. BLAKESLEY.....	Supt. Quincy & Toledo.
L. R. KIMBALL.....	Gt. Western & Ill.
J. M. KIMBALL.....	Milwaukee & Minnesota.

S. E. CAREY.....	Mississippi Central.
CHAS. WOOD.....	Terre Haute & Richmond.
G. W. BARTLETT.....	Toledo & Wabash.

The proceedings of the previous meeting were read and adopted.

Mr. Oakley, having vacated his office of Vice-President, by resignation of the office of General Ticket Agent, S. E. Carey, of the Miss. Central, was elected to fill the vacancy. The President appointed the following Committee :

On Business.—H. C. Marshall, L. L. Houpt, J. M. Kimball, L. R. Kimball and G. C. Hathaway.

Mr. Movius offered the following resolution :

Resolved, That the Committee on Business be requested to report upon the expediency of abolishing the issue of second class tickets westward from and after the first of November next.

Referred to Committee on Business.

The Convention then adjourned to 7 o'clock P.M.

EVENING SESSION.

The Convention met at 7 o'clock.

Mr. Carey read a letter from the Superintendent of the New Orleans, Jackson & Great Northern Road, to the effect that he is unwilling to make any lower rates than at present, or to issue any second class through tickets.

The following additional Agents reported themselves :

C. E. FOLLETT.....	Logansport, Peoria & Burlington.
W. E. WILSON	North Missouri.
IRA A. HUTCHINSON.....	Pittsburgh, Columbus & Cincinnati.

WM. SAVAGE.....	Mich. Southern, and Northern Ind.
JOHN U. PARSONS.....	Cleve. & Toledo.
THOMAS FRAZER.....	Mich. Central.
J. W. CARY.....	Cleve. & Erie.
L. H. WALKLY.....	Peoria, Oquawka & Burlington.
P. W. STRADER.....	Little Miami & Columbus, and Xenia & C. H. & D.
D. T. LOUGH.....	Ohio & Mississippi.
WM. R. BARR.....	Lake Shore Line.
J. PRICE.....	St. Louis, Alton & Chicago.

The following gentlemen were in attendance, and, by request, took seats in the Convention : H. J. Spalding and Chas. E. Noble, Michigan Central ; J. F. Marlott, Little Miami & C. & X., and C., H. & D.

On motion of P. W. Strader, J. M. Osborn was requested to represent the New York & Erie. The Committee on Business reported the following resolutions :

1. *Resolved*, That roads issuing tickets be requested to check baggage to destination of tickets, and collect for extra baggage through, to be reported *pro rata* to the roads over which the tickets pass ;

Provided, That baggage shall not be checked to points lying west of the Mississippi river.

2. *Resolved*, That we recommend to the five trunk lines and all their connections issuing mixed tickets, that such tickets be entirely discontinued ; that two classes of tickets each may be allowed, viz. : First class and emigrant westward, and first and second class eastward.

3. *Resolved*, That the emigrant rate shall be one-half first class fare, and the second class rates two-thirds of first class, this resolution to take effect from Dec. 1, 1860.

4. *Resolved*, That through rates shall not be understood to include omnibus fare ; that any route having a ferry or omnibus line at its terminus shall add the charge for such ferry or omnibus to the through rates.

5. *Resolved*, That the question of first class fares be referred to the Association, the Committee having no recommendation to offer on the subject.

6. *Resolved*, That in case roads west of Chicago refuse to accept one-half first class fare on emigrants, the tickets be discontinued west of that point.

7. *Resolved*, That a Committee ofbe appointed by the Association, to subdivide through rates, and publish the same in book form at the expense of the Asso-

ciation: that said Committee base their calculations upon principal routes only, their action to be binding upon every road represented in the Association.

Respectfully submitted,

LEWIS L. HOUP.
H. C. MARSHALL,
J. M. KIMBALL.
L. R. KIMBALL.
GEO. C. HATHAWAY.

The first resolution was taken up and discussed. A general feeling was exhibited in favor of the move.

Mr. Movius thought it impracticable. It was folly to pass any resolution that would be binding upon some roads and not upon others. The Eastern roads were not generally represented here; and he was in favor of making Buffalo or Suspension Bridge the starting point on such a resolution. His only objection was, that it was not likely to prove practicable.

Mr. Hought thought this subject had been too much ignored heretofore, and should be met.

Mr. Movius offered the following amendment, to follow the resolution:

“ Provided, That any company refusing to so collect for, and report extra baggage to connecting lines, be requested not to check extra baggage beyond the terminus of their own line; and the check placed upon such baggage shall have some distinctive mark from the ordinary check used by said company.”

Resolved, That the charge for extra baggage be 10 per cent. of first class passenger rates per 100 lbs.

The second resolution was taken up.

Mr. Parsons, from the Lake Shore Road, spoke in favor of selling second class rates westward. It was necessary to have them.

Mr. Movius was decidedly opposed to selling second class tickets during the winter season, when there was no propeller trade to compete with. The emigrants took freight trains; and there was no reason why the companies should not take what advantage of the

winter's trade they could. He moved that the resolution lie on the table. It was finally laid over for further consideration.

Final action on the third resolution was also postponed.

The fourth resolution, after considerable discussion, was lost.

Resolutions five and six were passed.

The resolution regarding the appointment of a Committee on sub-division of fares was passed, but the number of the Committee was left blank until next day.

Mr. Movius offered the following resolution :

Resolved, That W. R. Barr, Thomas Frazer, J. M. Kimball, P. W. Strader, L. L. Houpt, F. R. Myers, H. C. Marshall, Chas. E. Follett, G. M. Wheeler, H. Parrott, Geo. W. Bartlett and W. Savage, be appointed a Committee to prepare and report passage rates to this Convention.

Adopted.

The Convention then adjourned to 9 o'clock next day.

The Committee met subsequently, and discussed rates, but came to no decision.

SECOND DAY.

The Committee on through rates met as per adjournment, and continued in session the most of the day.

The following additional representatives were reported :

W. P. JOHNSON	Ill. Central.
P. B. Groat.....	Hannibal & St. Joseph.
J. W. BROWN.....	Central Ohio.
W. L. St. John	Chicago & Rock Island.
E. DeWitt Robinson.....	Chicago & North-Western.
C. H. Kendrick.....	Hudson River.
J. A. Burch	Buffalo & Erie.
E. F. Folger	New York Central.

At 4 P.M., Mr. Barr, Chairman of the Committee, reported such alteration in rates as had been made, which were ordered to be read, and after a few corrections were adopted.

The resolutions second and third, which were laid over yesterday, were taken up and tabled.

On motion of Mr. Movius, the former Committee on rates were requested to continue their labors and fix emigrant rates.

Mr. Houpt declined to serve, in consequence of two of the Eastern lines (the Erie, and Baltimore & Ohio) not being represented.

At 8 P.M. the Committee reported emigrant rates from New York, Buffalo, Dunkirk and Pittsburgh, which being read, Mr. Houpt offered the following resolution :

Resolved, That the emigrant rates be adopted and take effect Nov. 1st, except through rates from the Atlantic, which shall go into effect Dec. 1st.

Resolution lost.

Mr. Houpt :

That the rates, so far as they apply to New York, be stricken from the list.

Adopted.

It was also

Resolved, That each and every member of the Convention be a Committee to arrange and make the different proportions due the respective lines on through rates.

Adopted.

Also,

Resolved, The Secretary have printed sufficient copies of the rates here adopted, and send to each company interested as many copies as they want, pro-rating the expense.

It was further

Resolved, That when the Convention adjourn, it be to meet at the Galt House, Louisville, Kentucky, on the second Tuesday in April, 1861.

Resolved, That the thanks of this Convention be tendered to the gentlemanly proprietor of the Angier House, for the favors enjoyed and courtesies received during its session.

Adopted.

On motion, the Convention adjourned to meet as above.

F. R. MYERS,
President.

H. PARROTT,
Secretary.

PROCEEDINGS OF CONVENTION

OF

NATIONAL GENERAL TICKET AGENTS'

ASSOCIATION.

CINCINNATI, Jan. 10th, 1861, 8 P.M.

At Convention of National General Ticket Agents' Association, held at the Burnett House, to take into consideration the "Division of Fares" to and from Louisville, via all rail, on motion of H. C. Marshall, General P. W. Strader was appointed Chairman; and on motion of F. R. Myers, H. C. Marshall Secretary.

On motion of D. T. Lough, adjourned till 7 P.M.

Agreeably to adjournment, meeting came to order. Gentlemen present:

P. W. STRADER.....	L. M., and C. & X. R. R.
J. F. MARLOTT	" " "
F. R. MYERS	Clev. & Pitts. "
J. W. BROWN.....	Central Ohio "
I. A. HUTCHINSON	Pitts., Columbus & Cin. "
J. W. CARY	Clev., Pains. & Ashtabula "
J. F. BOYD	Louis. & Nash. "
H. R. REYNOLDS	Jeffersonville "
A. S. CROTHERS	" "
H. C. MARSHALL	Clev., Colum. & Cin. "
D. T. LOUGH	Ohio & Miss. "
E. F. FULLER.....	" "
GEO. C. HATHAWAY.....	Pitts., Ft. Wayne & Chicago "

JOHN GIVEN	Keokuk, Ft. Des Moines & Minnesota
W. P. WATSON.....	La Fayette & Indianapolis
J. M. KIMBALL	La Crosse & Milwaukee
D. F. GRIFFIN	Louisville, New Albany & Chicago
P. W. STRADER.....	Little Miami & Col., and Xenia & C., H. & D.
CHAS. E. NOBLE, Gen. Agt; THOS. FRAZER.....	Michigan Central
M. P. WHEELER	Memphis & Ohio
W. SAVAGE.....	Mich. Southern & Northern Ind.
S. E. CAREY	Miss. Central
E. F. FOLGER	New York Central
C. B. GREENOUGH	New York & Erie
J. CROMPTON.....	New Orleans, Jackson & Gt. Northern
J. F. BOYD	Louisville & Nashville
W. E. WILSON	North Missouri
T. LOUGH	Ohio & Mississippi
E. W. WALLACE	Pacific
LEWIS L. HOIPT	Pennsylvania
IRA A. HUTCHINSON	Pittsburgh, Col. & Cincinnati
GEO. C. HATHAWAY	Pitts., Ft. W. & Chicago
JOS. PRICE	St. Louis, Alton & Chicago
CHAS. WOOD.....	Terre Haute & Richmond
H. Q. SANDERSON.....	Terre Haute, Alton & St. Louis
A. S. LIVERMORE.....	Memphis, Clarksville & Louisville
P. B. GROAT	Hannibal & St. Joseph
WM. R. BARR, General Agent.....	Lake Shore Line

On motion of P. W. Strader, the following named gentlemen were invited to take seats in the Convention :

A. J. FIELD and G. B. GLENN.....	Louisville & Nashville
C. W. S. BROWN	Little Miami
JAMES JONES.....	Ohio & Mississippi
E. S. SPENCER.....	New York & Erie
J. M. SHELDON and W. J. CONGER.....	Ohio & Mississippi
J. R. FAYERWEATHER.....	Keokuk & Fort Des Moines
E. B. BANKER	Indianapolis & St. Louis
GEO. LOVIS	Bellefontaine Line
B. F. LANGLEY, E. H. NICHOLLS.....	Illinois Central
JOHN CORNING.....	Amer. Line Steamers, Lake Erie
CAPT. W. C. HITE	Louisville & Cin. Mail Line
CAPT. FRANK CARTER	Louisville & Cin. Mail Line
CAPT. Z. M. SHIRLEY	Louisville & Cin. Mail Line
GERSH BANKER.....	Em. Comm., Castle Garden
L. S. ELLIOTT.....	Marietta & Cincinnati R. R.
E. F. FULLER and WM. O'BRIEN.....	Ohio & Mississippi.

Committee appointed at the last semi-annual Convention to subdivide through rates and publish the same in book form, reported progress, and asked for further time. Granted.

The Association then proceeded to ballot for officers for the ensuing year, with the following result: Chas. E. Follet, of the Cincinnati & Chicago Railroad, was elected President; Samuel E. Carey, of the Mississippi Central Railroad, Vice-President, and M. P. Wheeler, of the Memphis & Ohio Railroad, Secretary.

Messrs. Strader and Marshall were appointed a Committee to conduct the President to the chair. Upon taking the chair, Mr. Follett, in a few brief and well-chosen words, expressed his thanks to the Association for the honor conferred upon him, and his intention to use his best endeavors to further the objects for which it had assembled.

The following Committee to prepare business was then appointed: L. L. Houpt, W. R. Barr, J. F. Boyd, L. R. Kimball and Thomas Frazer.

On motion of P. W. Strader, the Committee were instructed to report at 9 A.M. on Wednesday.

On motion, the Convention then adjourned until that time.

WEDNESDAY, April 10th, 1861, 9 A.M.

Convention met, pursuant to adjournment.

Proceedings of previous meeting were read and approved.

Committee to prepare business reported as follows:

The Committee appointed to prepare business for the Convention, beg leave to recommend the following subjects as proper to engage the attention of this meeting:

First, That a Committee be appointed to revise rates on first, second and third class passengers, and on extra baggage, and to report in full.

Second, That in the division of rates between Milwaukee and Buffalo, Suspension Bridge or Pittsburgh, a pro-rata division throughout be adhered to at all seasons of the year.

Third, That a Committee of three, representing leading Western roads, be appointed to consult with the agents and proprietors of Castle Garden, and the Presidents of Eastern lines, with a view to an increase of emigrant rates and proper division of business between the Atlantic cities and the West, to report at the next Convention.

Fourth, That in the adoption of fares, rates be made to terminal and intersecting points only; and that we consider the sale of tickets to other points unnecessary; and further, that in the preparation of tickets and baggage checks in future, roads are requested to confine the issue to the said terminal and intersecting points only.

Fifth, That we regard the system of selling tickets by outside agents, and the payment of commissions, under any and all circumstances, as one of the greatest evils in railway management, and we earnestly commend to this Convention, and to the Presidents of our respective lines, its immediate and total abolishment.

LEWIS L. HOUP.
WM. R. BARR.
THOS. FRAZER.
L. R. KIMBALL.
J. F. BOYD.

On motion, the report was accepted and the Committee discharged.

On motion of Julius Movius, the report was taken up and considered in sections.

The various sections of the report were then considered in their order, and, after some discussion, adopted in full.

The President then appointed the following Committees in accordance with articles first and third of the report :

NAMES OF COMMITTEES.

Committee to Revise Rates : In accordance with Article 1st of the Report, Messrs. Wm. R. Barr, Thos. Frazer, J. M. Kimball, P.

W. Strader, Lewis L. Houpt, Ira A. Hutchinson, H. C. Marshall, G. M. Wheeler, H. Parrott, J. F. Boyd, S. E. Carey, Sam'l Powell, W. Savage, H. Shackell, E. F. Folger and C. B. Greenough.

Committee to Consult with Eastern Roads: In accordance with article third of the report, Messrs. Julius Movius, Wm. R. Barr and P. W. Strader.

Captain Z. M. Shirley, of the U. S. Mail Line, extended an invitation to the Association to visit him at his residence this evening at 9 o'clock.

On motion, the invitation was accepted.

It was moved by J. F. Boyd, that a list of names of General Ticket Agents and parties with whom settlements of ticket balances should be made, be prepared and printed with the proceedings of the Convention. Carried.

On motion, the Convention then adjourned until 3 P.M.

WEDNESDAY, 3 P.M.

Committee on Rates reported progress, and asked further time, which was granted.

In order that the Committee on Rates might be able to make their report in full, the Convention then adjourned until 9 A.M. on Thursday.

WEDNESDAY, 4½ P.M.

Committee on Rates having finished their labors, the Convention was called together, and the adjournment until 9 A.M. on Thursday was reconsidered.

The Association than immediately proceeded to business. The Secretary being absent, Samuel Powell was elected Secretary *pro tem*.

Committee on Rates made a report, which was adopted as read.

Mr. Movius then moved, that when the Convention adjourn, it should be to meet at the Russel House, Detroit. Carried.

L. L. Houpt moved that a Committee of three of the representatives of the roads centering in Louisville be appointed to take charge of the rates as adopted, and have them printed and circulated among the members of the Convention at as early a day as possible. Carried.

The following Committee was appointed: J. F. Boyd, H. H. Reynolds, D. F. Griffin. Mr. G. C. Hathaway then offered the following resolution :

Whereas, The want of uniformity in the divisions of ticket rates eastward and westward is a serious evil, leading to vexatious and tedious correspondence, and much labor which ought and might be avoided under a proper and well-defined system ; therefore, it is

Resolved, That this Convention appoint a Committee of.....of its members, whose duty it shall be to make a table of percentages for the division of each and every rate made and published in the sheet of rates to take effect.....

The basis upon which said percentages are made shall be the same as divisions are at present made, viz., by pro-rating over the short line, giving to the roads which are common to two or more routes the same division by each ; that is, ascertain the percentage due each road by the short line ; then for the road which is common to two or more routes, insert the proportion, in dollars and cents, in the tables over the *long* lines, and the percentages due each road forming the long lines on the balance, after deducting the arbitrary proportions.

Resolved, That each member of this Committee shall be paid for his services, while actually engaged in making up these tables, the sum of.....dollars per day, which sum shall be raised by assessment, made by the President of this Convention upon each road (according to its length) which is represented in this Convention, or over which tickets are issued by the road so represented.

After some discussion, Mr. L. L. Houpt offered the following amendment :

That a Committee of three be appointed to examine the proportions of divisions by percentages, and report in full at the next session of the Convention.

Amendment accepted and carried.

The following Committee was appointed: L. L. Houpt, E. F. Folger, L. M. Cole.

On motion of G. C. Hathaway, it was

Resolved, That the rates now adopted take effect May 1st, 1861, except those from Louisville south, which shall take effect on April 15th.

Mr. Thos. Frazer moved that the next semi-annual meeting be held on Wednesday, October 2d, 1861. Carried.

On motion of P. W. Strader, the thanks of the Convention were tendered to the proprietors of the Galt House, for their courteous attention to the wants of the Convention. Carried.

On motion of L. L. Houpt, the thanks of the Convention were tendered to Captain Z. M. Shirley and Captain Frank Carter, of the United States Mail Line, and to the officers of the Louisville & Nashville Railroad, for their courtesies to the members of the Convention.

On motion, the Convention then adjourned.

CHAS. E. FOLLETT, *President*.

M. P. WHEELER,
Secretary

PROCEEDINGS OF CONVENTION

OF

NATIONAL GENERAL TICKET AGENTS'

ASSOCIATION.

DETROIT, MICH., Oct. 2d, 1861.

Regular meeting of General Ticket Agents convened at 11 A.M. in Russell House.

Mr. Wheeler, having resigned his position as Secretary, H. C. Marshall was elected to fill vacancy.

The following General Ticket Agents were in attendance :

THOS. FRAZER, General Ticket Agent.....	Mich. Central R. R.
SAMUEL POWELL, General Ticket Agent.....	C., B. & Quincy "
WM. P. JOHNSON, General Ticket Agent.....	Ill. Central "
E. DEWITT ROBINSON, General Ticket Agent.....	Chicago & North-Western "
P. B. GROAT, General Ticket Agent.....	Hannibal & St. Joseph "
CHAS. E. FOLLETT, General Ticket Agent.....	Cin. & Chicago "
H. C. MARSHALL, General Ticket Agent.....	C., C. & Cincinnati "
J. W. CARY, General Ticket Agent.....	C., P. & A. "
J. U. PARSONS, General Ticket Agent.....	Clev. & Toledo "
F. R. MYERS, General Ticket Agent.....	Clev. & Pittsburgh "
JAS. FERRIER, General Ticket Agent.....	Jeffersonville "
J. M. KIMBALL, General Ticket Agent.....	La Crosse & Mil. "
P. W. STRADER, General Ticket Agent	L. M. and C. & X. "
A. V. H. CARPENTER, General Ticket Agent.....	Mil. & Chicago "
C. P. LELAND, General Ticket Agent.....	Mich. S. & N. Ind. "
E. S. FULLER, General Ticket Agent.....	Ohio & Miss. "
L. L. HOUP, General Ticket Agent.....	Pennsylvania "

GEO. C. HATHAWAY, General Ticket Agent.....	Pitts., Ft. W. & C. R. R.	
H. Q. SANDERSON, General Ticket Agent.....	T. H., A. & St. L.	"
E. F. FOLGER, General Ticket Agent.....	New York Central	"
J. A. BURCH, General Ticket Agent.....	Buffalo & Erie	"
JOHN M. KERPER, General Ticket Agent.....	La Fayette & Ind.	"
H. C. GOODELL, General Ticket Agent.....	Quincy & Toledo	"
H. SHACKELL, General Ticket Agent.....	Great Western	"
JAS. H. MUIR, General Ticket Agent.....	Detroit & Milwaukee	"
J. M. HALL, General Ticket Agent	Toledo & Wabash	"

On motion, the following gentlemen were invited to seats in the Convention :

WM. R. BARR, General Agent	Lake Shore & M. S. R. R.	
JAMES JONES, General Eastern Agent.....	Ohio & Mississippi	"
WM. O'BRIEN, General Eastern Agent.....	L., M. & C. & H.	"
GEORGE R. WEED, General Eastern Agent.....	C., B. & Quincy	"
M. P. WHEELER.....	Iate of Memphis & Ohio	"
GERSH BANKER.....	Agent Castle Garden, New York	
JOHN S. DALEY, Eastern Agent.....	New York Central R. R.	
S. C. BALDWIN, Superintendent.....	Chicago & Mil.	"
CHARLES L. NOBLE, General Agent, Buffalo.....	Mich. Central	"

The following gentlemen were appointed a Committee to prepare business for the Convention : L. L. Houpt, P. W. Strader, Thos. Frazer, J. M. Kimball, H. Q. Sanderson.

On motion, Convention adjourned to 3 P. M.

AFTERNOON SESSION.

3 P.M.

Convention came to order.

Mr. Houpt, Chairman of Business Committee, reported as follows :

The Committee appointed to prepare business for this Convention, recommend the following items as necessary to engage its attention :

First. That a Committee of five be appointed to prepare a new Constitution and By-laws for the government of the Convention ; said Committee to report at the next semi-annual meeting.

Second. That in view of the destruction of our records by fire, we recommend that the Convention be a Committee of the Whole, to collect any copy of the proceedings of our former meetings that may be accessible, and forward the same, as early as convenient, to the Chairman of the previous Committee, to be by him transcribed in a permanent book for the future use of the Convention.

We further recommend that, in recording these proceedings, due regard be had to the proper collation of resolutions and motions that have a bearing upon the operation of our Convention, so that such resolutions as have the force of by-laws may be placed together for the use of this body, instead of being scattered promiscuously through the book.

Third. That a Committee be appointed to revise passenger rates, and report as soon as practicable to this Convention

Fourth. We find that a Committee was appointed, at our last Convention, to consult with the agents and proprietors of Castle Garden, and the Presidents of Eastern lines, with a view to an increase of emigrant rates, and proper division of business. Their report is now due.

Fifth. A Committee was appointed to report upon a system of percentages in the divisions of rates. This Committee is ready to report.

Sixth. In view of the variety of tickets now designed for military transportation for government purposes, and the confusion that is entailed upon the various Companies engaged in this business, by the acceptance of tickets without any general understanding on the subject with the government, we recommend that a Committee of be appointed to consult with the General Superintendent of Government Railways and Telegraphs, to arrange some system of ticketing returned volunteers and others, and to provide a mode of settlement.

We further recommend, as a suggestion to said Committee, if appointed, that the roads engaged in the transportation of troops shall return these men to their destination, provided said destination can be reached by rail or regular steamboat line, or by stage line superseding lake or river navigation; such service to be paid for at the following rates, to-wit: Two cents per mile, if transportation be by rail; two and one-fourth cents per mile for steamboat transportation, including meals; four cents per mile when troops are conveyed by stage.

All of which is respectfully submitted.

LEWIS L. HOUP,
P. W. STRADER,
THOS. FRAZER,
J. M. KIMBALL,
H. Q. SANDERSON,

Committee.

Report accepted, and Committee discharged.

On motion, Sections 1 and 2 were adopted. F. R. Myers, H. C. Marshall, J. W. Cary, J. U. Parsons, J. A. Burch, Committee.

On motion, Section 3d was so changed as to include all members of the Convention on Committee on Rates.

On motion, Section 6 was adopted, and L. L. Houpt, E. F. Folger, C. B. Greenough, were appointed a Committee to confer with the Government.

Committee on Emigrant Rates asked more time. Given.

Committee on Percentages report as follows :

The undersigned were appointed at the Spring Convention, in Louisville, a Committee to inquire into the expediency of preparing a table of percentages for the division of the receipts of ticket sales among the roads.

Having examined the matter thoroughly, we beg to submit the following points, as the result of our deliberations upon this subject :

First. The subdivision of rates amongst so many roads as now comprise our railroad system, has become exceedingly laborious, and the labor is increasing every year. Any plan, therefore, that may tend to simplify or lessen the work, should be deemed a matter of sufficient importance to engage the attention of the whole Convention.

Hitherto, the labor of subdivision has fallen on a very few, who, from the greater interest felt, or from the misfortune of their position in occupying ground subject to strong competition of rival lines, have had to spend weeks — at least twice a year — in making apportionment of rates which are to be of general benefit.

The work thus performed, as well as the publication of books of proportion, has been done without remuneration, and without a proper appreciation of the service rendered, although the labor and expense of printing has been very great.

Second. Many roads, occupying independent ground, take no interest in the subdivision of rates, because, having no competition in their through business, they are able to maintain their local rates, year after year, without change.

Third. There is a great diversity, too, between the rates per mile charged upon different roads, leading to a want of uniformity, and requiring specific rates in each individual case, for which special provision must be made in every proportionment

Fourth. The competition of rail and water lines during the summer, together with the strong rivalry induced by efforts to secure travel at all seasons, lead to frequent changes of fare, which entirely upset proportions hitherto made, and render of no avail the labor performed in calculating them.

Again, the opening of new lines frequently vary the proportions fixed at our semi-annual Convention, and lead to new divisions of through rates.

To remedy all this, to reduce the amount of work done twice a year in subdividing rates, and to simplify the whole system of apportionment, are the objects had in view in the proposition made at our spring Convention, and referred to this Committee, viz.: "To establish a table of percentages for the division of through rates," which, when once calculated, shall be permanent, and from which the through rates being determined upon, the precise proportion due each road can be readily ascertained.

There are only two difficulties in the way of carrying out this plan, viz.:

First. The amount of labor to be performed by somebody in establishing this table of percentages; and

Second. The fact that certain roads require arbitrary rates, which seem to fit with the establishment of a system of percentages.

In regard to the first of these, viz., the amount of work required to calculate a table of percentages, the difficulty is by no means insuperable. There are plenty of strong minds and willing hands in this body ready to co-operate in such a work, if the principle be resolved upon by this Convention.

In regard to the second point, viz., the arbitrary rates established by certain roads, and which seem to forbid the establishment of a system of percentages, we would remark that certain roads, which have hitherto required local rates, might be willing, in view of the general adoption of the percentage system, to accept of a *pro rata* division upon this basis. They would thus receive as much per mile as any other road, besides contributing in no small degree to the permanency of figures agreed upon by this organization.

In case, however, some roads demand (as they doubtless will) a formal, fixed rate, either from local causes beyond their control, or without regard to the rights and conveniences of others, even this need not vitiate the principle under consideration, as allowances can be made, in such cases, sufficient to cover the increased demand.

It is only when a considerable change is made in the through rates, that such arbitrary proportions necessarily affect the percentages; and even then in isolated cases only.

Besides, these arbitrary rates are usually confined within narrow limits; the proportions are only affected by them between certain points; the general principle is not disturbed.

The advantages to be gained by substituting a system of percentages for the ordinary division of rates are simple, yet important.

First. Such a table of percentages would not be affected by change of rates, and hence,

Second. It would avoid the repetition of the labor to be performed under the present system, whenever such changes occur.

Third. The preparation of such a table of percentages would relieve those who have hitherto borne all the expense of publishing books of proportions, and thus save to them hundreds of dollars every year.

In view of the above facts, we submit the following resolutions:

1st. *Resolved,* That this Convention adopt a system of percentages in the subsequent apportionment of the rates of fare.

2d. *Resolved,* That a Committee of..... be appointed to prepare such a table, to be as much in detail as possible; and the expense of preparing which shall be borne by this Convention.

3d. *Resolved,* That each member of this Convention be assessed equally to defray the expense of preparing such a table, including the composition; whilst the cost of paper, press-work, binding and mailing, shall be borne in proportion to the number of copies wanted by the respective roads.

Respectfully submitted.

LEWIS L. HOUP.
EDWARD F. FOLGER.

Report laid on the table.

On motion, Convention resolved itself into Committee of Whole on Passenger Rates; E. D. W. Robinson, Chairman; F. R. Myers, Secretary.

On motion, Messrs. Frazer and Muir were appointed a Committee on Printing.

Adjourned to 7.30 P.M.

Convention met pursuant to adjournment.

On motion, new rates to go into effect 1st of November next.

On motion, percentage report was taken from the table.

Report accepted, and Committee discharged.

After discussion, the resolutions, as reported, were lost by a vote of 9 yeas, 11 noes.

On motion, the next Convention to be held in New York, on the third Wednesday in March.

On motion, the following resolution was adopted:

Whereas, Outside, or independent, ticket offices, not under the supervision or control of any responsible Railroad Company, are an unmitigated evil, leading to, and encouraging, directly and indirectly, many abuses of the ticket system, particularly of coupon tickets, forcing roads, in many instances, to do their local business on coupon tickets, reducing the aggregate sales, which would otherwise be made by regular offices, tampering with the conductors, and in many other ways unnecessary herein to enumerate, demoralizing the business, it is, therefore,

Resolved, That we will not countenance the practice in any railroad with whom we reciprocate in ticket business, and will, in all ways in our power, unite in putting a stop to it, to the extent (if necessary) of not receiving the tickets of any road which violates the terms of this preamble and resolution.

On motion, the following resolution was adopted:

Resolved, That no temporary reduction of local rates by any road, or roads, shall affect the through rates established by this Convention, unless requested by all lines terminating at the point, or points, affected by such reduction; and when any road, or roads, not embracing the whole, as above specified, shall notify its connections of any local reduction, thereby affecting the through rate, all roads selling through tickets shall maintain the full rates, and report to the party, or parties, reducing the amount claimed under the reduction, and appropriate the balance for their own benefit.

On motion, the following resolution was adopted:

Resolved, That, as there appears to be some diversity of opinion in reference to adopting the percentage system of divisions, a Committee of three (3) be appointed by the Chair to report, at our next meeting, in New York, after consulting more fully with the different parties in interest, the propriety of adopting the system of percentages.

E. DeWitt Robinson, George C. Hathaway, C. P. Leland,
Committee.

On motion, the following resolution was adopted :

Resolved, That the Secretary of this Convention is hereby instructed to furnish all General Ticket Agents not here a copy of new Tariff, and a copy of Proceedings.

On motion, the following resolution was adopted :

Resolved, That the thanks of this Convention be tendered to the proprietors of the Russell House, for the courtesies received by the members of this Convention.

On motion, the following resolution was adopted :

Resolved, That the thanks of this Convention be tendered to Captain Viger, and the officers of the Michigan Central Railroad line, for the courtesies received at their hands.

On motion, adjourned to New York.

PROCEEDINGS OF CONVENTION OF NATIONAL GENERAL TICKET AGENTS' ASSOCIATION

New York, March 19th, 1862

The annual meeting of General Ticket Agents convened at 3 P. M. at Metropolitan Hotel.

The President having appointed Messrs. Myers and Frary a Committee on Resolutions, the following names were approved and recorded as members of the Convention.

George H. Clark, Treasurer	St. Louis, Alton & Chi. R. R.	-
E. H. Adams, General Ticket Agent	New & Pittsburgh	-
A. W. Smith, General Ticket Agent	St. Louis & M.I.	-
Charles Wood, Secretary	H. & Richmond	-
J. H. Strickland, General Ticket Agent	Savannah & Whitehall	-
Wm. L. Foster, General Ticket Agent	Youngstown	-
J. H. Adams, Vice Pres.	New York Central	-
Wm. H. Clark, General Ticket Agent	A. C. Lee M. & Minn.	-
J. H. Adams, General Ticket Agent	Richmond	-
J. H. Adams, General Ticket Agent	R. Wagoner II.	-
J. H. Adams, General Ticket Agent	A. S. & N. Ind.	-
Wm. L. Foster, General Ticket Agent	San. & Burlington	-
J. H. Adams, General Ticket Agent	A. C. Lee M. & Minn.	-
Wm. L. Foster, General Ticket Agent	Chi. & Chicago	-
J. H. Adams, General Ticket Agent	Chi. & Minn.	-
Wm. L. Foster, General Ticket Agent	Richmond	-
Wm. L. Foster, General Ticket Agent	A. C. Lee M. & Minn.	-
Wm. L. Foster, General Ticket Agent	Richmond	-

H. Q. SANDERSON, General Eastern Agent.....	T. H., A. & St. Louis R. R.
W. P. SHINN, General Passenger Agent.....	P., Ft. W. & C. “
GEO. C. HATHAWAY, General Passenger Agent.....	Northern Central “
C. H. KENDRICK, General Ticket Agent.....	Hudson River “
THOS. FRAZER, General Ticket Agent.....	Michigan Central “
E. P. BACON, General Ticket Agent.....	Mil. & Pra. du Chien “
JOHN U. PARSONS, General Ticket Agent.....	Clev. & Toledo “
E. P. BEACH, New York Agent.....	Great Western of Canada “
GEO. R. WEED, General Eastern Agent.....	C., B. & Q. “
H. T. FRARY, General Ticket Agent.....	Rome & Watertown “
H. H. SIMMONS, Eastern Agent.....	North Missouri “
C. B. GREENOUGH, General Ticket Agent.....	New York & Erie “
P. B. GROAT, General Ticket Agent.....	Hannibal & St. Jo. “
J. W. CARY, General Ticket Agent.....	C. P. & A. “
E. DEWITT ROBINSON, General Ticket Agent.....	C. & N. W. “
H. G. CARY, Superintendent.....	I. C. & D. & W. “
J. A. BURCH, General Ticket Agent.....	B. & E. “

On motion, the following named gentlemen were invited to seats in the Convention :

JAMES JONES, Eastern Agent.....	Ohio & Mississippi R. R.
WM. O'BRIEN, Eastern Agent	L. M. & C., and X. & C., H. & D. “
F. D. MAY, Eastern Agent.....	P., C. & C. “
M. G. RICE, Eastern Agent.....	P., C. & C. “
CHAS. L. NOBLE, Eastern Agent.....	Michigan Central “
E. C. PERKINS, Eastern Agent.....	L. S. & Mich. South. “
JOHN S. DALEY, Eastern Agent.....	New York Central “
ABRAHAM SMITH, Eastern Agent.....	New York Central “
JAMES P. WHALING, Eastern Agent	Mil. & Pra. du Chien “
GEORGE DARLING, Eastern Agent.....	C., C. & C. “
CHAS. OLMSTED, Eastern Agent.....	“ “
GEO. LOVIS, Eastern Agent	Bellefontaine “
COOPER CLARK, Eastern Agent.....	C. & North-Western “
F. KNOWLAND, Eastern Agent.....	P., Ft. W. & Chi. “
D. N. POSEY, Eastern Agent.....	“ “
W. W. WILSON, Eastern Agent.....	L. & Mil. “
I. A. HUTCHINSON, General Agent.....	Stubenville Line “
P. K. RANDALL, General Agent.....	Great Western Railroad of Canada
H. C. GOODELL, General Passenger Agent.....	Quincy & Toledo R. R.

On motion, the Convention proceeded to elect officers for the ensuing year.

The following gentlemen were unanimously elected :

J. M. Kimball, President; E. F. Folger, Vice President; H. C. Marshall, Secretary.

On taking the chair, the President appointed the following gentlemen a Committee to prepare and report business for the Convention: P. W. Strader, Thomas Frazer, C. P. Leland, E. F. Folger, W. P. Shinn.

On motion, the Castle Garden Committee, appointed April 9th, 1861, were discharged, and P. W. Strader, C. P. Leland and Thomas Frazer were appointed to fill their places.

Messrs. Appleton & Co. having, through Mr. Thomas, presented an invitation to the members of the Convention to have their photographs taken in a body, the Convention, on motion, accepted the invitation for Thursday, at 10 A.M.

The Erie Railway Co., through Mr. Greenough, having presented an invitation to the Convention to go on an excursion down the harbor to the light-ship, on motion, the Convention accepted the invitation for Thursday, at 11 A.M.

The Committee appointed at the last Convention to report on the adoption of a percentage system, made the following reports:

The Chairman, having seen in person and corresponded with twenty-four (24) different General Ticket and Passenger Agents, finds that, out of the whole number, but *three* (3) are inclined to favor the adoption of the percentage, and two (2) of those quite indifferent.

E. DEWITT ROBINSON, *Chairman*.
C. P. LELAND.

The undersigned, one of the Committee on Percentage, begs leave to dissent from the report made by the Chairman, and would recommend that the whole subject be referred to the Business Committee of this meeting.

GEO. C. HATHAWAY.

Reports accepted and Committee discharged.

On motion, the majority report was adopted.

The Committee appointed at the last Convention to confer with the United States Government, reported as follows:

MARCH 19th, 1862.

Gentlemen of the National General Ticket Agents' Convention :

The Committee appointed at your last session, in Detroit, to visit Washington, for the purpose of making better arrangements for the transportation of troops on Government account, and a system of settlement that shall be more generally acceptable, beg to report that they have attended to the duty assigned them.

We found it very difficult to reach the proper authorities, or to induce any change in the mode of doing business in the two departments of the service, or the form of blanks used.

The result of our efforts has been embodied in two circulars, dated respectively October 21st and November 9th, 1861, which have been fully distributed, and copies of which are herewith submitted.

The Committee respectfully ask to be discharged.

LEWIS L. HOUPt.
EDWARD F. FOLGER.

OCTOBER 21st, 1861.

Gentlemen of the National General Ticket Agents' Association :

At the late Convention, held on the 2d inst., in Detroit, a Committee was appointed to confer with the Superintendent of Government Railways and Telegraphs, in order to arrange some better system for ticketing returned volunteers and others, and to provide a mode of settlement.

We beg to state that, in obedience to our instructions, the Committee visited Washington, and found considerable difficulty in ascertaining the proper parties to be consulted.

We discovered that the transportation for the recruiting service, and the accounts pertaining to it, are under the control of the Adjutant General's Department, and are kept entirely distinct from the general transportation service, which belongs to the Quartermaster's Department; so that the railroad companies must look to both for the settlement of their respective claims.

In order to facilitate our errand, the Committee prepared the following statement, in writing, which we submitted both to the Assistant Adjutant General and Quartermaster General. It is as follows:

The undersigned have been appointed a Committee, on behalf of all the railroad companies engaged in the transportation of troops for government service, to make some better arrangement than at present exists for the conveyance of said

troops, and to effect a settlement on a proper basis. We therefore desire to present the following points as expressive of the views of the organization we represent:

First. The necessity of adopting one uniform blank requisition and certificate of service in each department, which shall be good only in one direction; and that the requisition for transportation be made upon the agent, at any designated point, and not upon conductors, as contemplated.

Second. That said requisition shall state expressly to what department of service it belongs; whether to the Quartermaster's or Adjutant General's department, and to whom or to what office railroad companies shall look for payment of transportation.

Third. That the heads of each department be requested to furnish each road an official list of all persons entitled to order transportation in their respective departments.

Fourth. The necessity of some arrangement by which payment of claims for transportation shall be made (upon properly authenticated vouchers) at one or more places in each State, so as to avoid the trouble, delay and expense attending the collections of these claims at Washington.

Fifth. The agent of the railroad companies furnishing transportation shall certify to the number of men carried, or service rendered upon government requisition, which certificate, upon the requisition, shall constitute a valid claim for payment.

Sixth. That the rate of charge be fixed by the shortest route between points; and that longer lines be permitted to furnish transportation at the same through rate—the rate to be as follows: Two cents per mile, if transportation be by rail; two and one-half cents per mile for steamboat transportation, including meals; four cents per mile, when troops are conveyed by stage.

[SIGNED BY THE COMMITTEE.]

October 17, 1861.

First. In reference to item No. 1: The Adjutant General is not unwilling to put in use such a form of blank as will be satisfactory, if the railroad companies will prepare and furnish them, to supersede those now in use for transportation of volunteer recruits at the various rendezvous throughout the country.

This your Committee propose to do, without further instructions from the Convention, and will submit a copy of the blank and accompanying voucher at the next session in New York.

The Quartermaster General refused to make any change in the mode of doing business in his department, inasmuch as it was impossible to reach and keep continually supplied with blanks, all the individuals who might be authorized, from time to time, to move men in regiments, companies, or squads, and the distribution

would entail too much labor upon the department. He will see to it, however, that the requisition is made upon some properly authorized and responsible agent of railroad companies.

Second. In reference to Item No. 2: All requisitions hereafter prepared for transportation of Government troops, will state to what department the service belongs. Railroad companies need not be at a loss, however, in regard to this point. If the troops are being received and conveyed from their homes to the place of rendezvous, the service belongs to the Adjutant General's Department, and is chargeable against it. If, after company or regimental organization, troops are being moved on Government requisition, in large or small bodies, the service is chargeable against the Quartermaster General's Department, to be paid either at Washington, or by the local Quartermaster within whose district the service was performed.

Third. As to Item No. 3: It was found impossible to procure reliable information. Recruiting officers have special authority given them, from time to time, whilst Quartermasters are the proper persons to order transportation in the regular service. In the absence of such officers, or in case of emergency, Colonels of regiments, Captains, or even Lieutenants, of companies, are sometimes authorized to move men; but, as a complete list of such officers is not kept by the department, railroad companies must use their discretion as to conveying troops when the authority is not perfectly regular. Parties having no regular commission should be required to leave with the railroad company transporting troops a certified copy of their authority, to be transmitted with the vouchers for payment.

Fourth. Payment of claims may either be made at Washington, or by the local Quartermaster of each district, whenever the finances of the country admit.

Disbursements for the volunteer recruiting service are made from what is called the "Twenty Million Loan," through the Adjutant General's Department. Payment for transportation, other than for recruits, are made from time to time, as appropriations are made by Congress, and in the order of the date of claims.

Fifth. Item No. 5 is satisfactory to the War Department.

Sixth. In reference to Item No. 6: Government is not disposed, in any case, to pay more than two cents per mile for the shortest route between points; and the heads of departments will use their discretion in the selection of route, as the shortest route is not always the quickest and most available, whereas, speed and facility of transportation are points of considerable moment to the Government.

Government is not willing to pay an additional quarter of a cent per mile for meals on board steamboats, because troops, when removed by authority, are always furnished with rations, and the Department is not disposed to pay twice.

Transportation by stage, during the winter, must be made by special contract,

as the Quartermaster General could not decide as to whether the service was worth four cents a mile.

It is left with railroad companies owning or controlling stage lines, to decline or accept such transportation, at their option.

Respectfully submitted,

LEWIS L. HOUPPT,
EDWARD F. FOLGER,
C. R. GREENOUGH,
Committee.

NOVEMBER 9th, 1861.

Gentlemen of the National General Ticket Agents' Association:

The Committee appointed to confer with the War Department deem it necessary to convey to you, in this supplementary report, certain information gathered since the issue of their former circular of October 21st, and which may be of importance to you in the adjustment of accounts for transportation.

As will be seen from that circular: "In reference to Item No. 1. The Adjutant General was not unwilling to put in use such a form of blank as will be satisfactory, if the railroad companies would furnish and prepare them."

Since our interview with the Department, the Committee has received the following letter, addressed to its Chairman by the Assistant Adjutant General, viz.:

ADJUTANT GENERAL'S OFFICE,
WASHINGTON, October 23d, 1861.

SIR: I have the honor to inclose blank forms of requisition for transportation of volunteer recruits, together with a form for a blank for making out accounts against the Government for services rendered in furnishing such transportation.

To systematize this species of transportation business, it is desired that the following regulations, approved by the Adjutant General, be adopted, viz.:

First. Railroad companies to notify the Adjutant General's office of the location of their principal offices, to which communications may be addressed:

Second. Railroad companies to furnish the blank passes and accounts, free of cost, to the mustering and disbursing officers of the army, or to the Adjutant General direct.

Third. The Adjutant General to keep the railroad Superintendents, or other proper executive railroad officers, apprised of the names and location of mustering and disbursing officers, as appointed or removed.

Fourth. These mustering and disbursing officers to issue passes to volunteer officers entitled to pass recruits, and to furnish railroad Superintendents with lists of such officers, with their signatures, if possible.

I am, sir, very respectfully, your obedient servant,

GEORGE D. RUGGLES,
Assistant Adjutant General.

First. In regard to the first of these points: It is presumed that each railroad company will, for itself, notify the Adjutant General's office of the location of their principal offices.

Second. In regard to the second point: Your Committee beg to inclose copies of blank requisition and voucher which are acceptable to the Adjutant General's Department, and would suggest that each railroad company should furnish them, in such quantities as may be required, to the mustering or disbursing officers of the army in their district.

Third. In regard to the third point: The Adjutant General has furnished, by request of the Committee, a list of the mustering and disbursing officers of the United States Army. It is as follows:

LIST OF MUSTERING AND DISBURSING OFFICERS, UNITED STATES ARMY.

Augusta, Maine—Major S. Eastman, 5th Infantry.
Albany, N. Y.—Major John T. Sprague, 1st Infantry.
Baltimore, Md.—Lieutenant F. Beach, 4th Artillery.
Burlington, Vt.—Lieutenant John W. Jones, 12th Infantry.
Burlington, Iowa—Captain Alexander Chambers, 18th Infantry.
Buffalo, N. Y.—Lieutenant H. Cutting, 10th Infantry.
Cincinnati, Ohio—Captain James S. Brisbin, 6th Cavalry.
Columbus, Ohio—Captain Frederick Myers.
Cleveland, Ohio—Captain Henry Belknap, 18th Infantry.
Chicago, Ill.—Lieutenant John Christopher, 16th Infantry.
Cambridge, Mass.—Captain John M. Goodhue, 11th Infantry.
Concord, N. H.—Major S. Eastman, 5th Infantry.
Detroit, Mich.—Lieutenant-Colonel E. Backus, 3d Infantry.
“ “ —Captain Henry R. Mizner, 18th Infantry.
Dubuque, Iowa—Captain E. C. Washington, 13th Infantry.
Elmira, N. Y.—Captain A. T. Lee, 8th Infantry.
Frederick, Md.—Major R. S. Smith, 12th Infantry.
Indianapolis, Ind.—Major S. D. Carpenter, 19th Infantry.
Hartford, Conn.—Lieutenant W. W. Chamberlain, 14th Infantry.
Harrisburg, Pa.—Captain Richard I. Dodge, 8th Infantry.

Madison, Wis.—Captain Robert S. Lammot, 13th Infantry.
 Milwaukee, Wis.—Captain J. M. Trowbridge, 16th Infantry.
 New York City—Colonel D. B. Sacket, 5th Cavalry, 79 White street.
 Philadelphia, Pa.—Lieut.-Col. Chas. F. Ruff, 3d Cavalry, 1,139 Girard street.
 Pittsburgh, Pa.—Captain H. B. Hays, 6th Cavalry.
 Rochester, N. Y.—Captain E. G. Marshall, 6th Infantry.
 St. Paul, Minn.—Captain A. D. Nelson, 10th Infantry.
 Springfield, Ill.—Lieutenant C. B. Watson, 14th Infantry.
 Trenton, N. J.—Lieutenant C. H. Brightly, 4th Infantry.
 Utica, N. Y.—Captain William R. Pease, 7th Infantry.
 Wilmington, Del.—Lieutenant R. W. Derrickson, 15th Infantry.

Fourth. The fourth point needs no comment.

Your Committee beg leave to state, in conclusion, that they have sent blanks, similar to the inclosed, to the Quartermaster General, with the request that he adopt them in his Department; and we are not without hope that he may be willing to adopt such blanks for the general transportation service.

Respectfully submitted,

LEWIS L. HOUP, T,
 EDWARD F. FOLGER,
 C. B. GREENOUGH,
Committee.

Convention adjourned to 7 P.M.

7.30 P.M.

The Convention called to order.

The Committee appointed by the last Convention, on Constitution and By-Laws, reported as follows:

The Committee appointed to draft a Constitution for this Association beg leave to report that, through the courtesy of L. L. Houpt, Esq., of the Pennsylvania Railroad, they are enabled to furnish the Convention with a copy of the original Constitution, as adopted at Baltimore, which we respectfully submit as our report, viz.:

At a Convention of the "National General Ticket Agents' Association," held at Baltimore, February 21st, 1856, W. A. Burnett, Esq., of the Rutland & Burlington Railroad, was appointed President, and Joseph Huddell, of the Philadelphia, Wilmington & Baltimore Railroad, Secretary.

The Committee appointed at the Convention held at Pittsburgh, March 13th, 1855, "to draft a Constitution for this, the General Ticket Agents' Association," reported the following

CONSTITUTION.

This association shall be known as the "National General Ticket Agents' Association," and shall meet semi-annually; each meeting to determine the time when, and place where, the next ensuing meeting shall be held.

ARTICLE 1. The object of this Association shall be the discussion of all matters relating to the Ticket Department, and an interchange of views in reference to accounts, and their mode of settlement.

ARTICLE 2. No one shall be considered a member of this Association, unless he bear a certificate from the President or Superintendent of his respective road or steamboat line, indorsing him as the General Ticket Agent, or entitled to act in that capacity. Any person so certified to, at the time of his connection with the Association, shall be considered a member till he be superseded.

ARTICLE 3. The officers of this Association shall be a President, Vice-President, one Recording Secretary, and one Corresponding Secretary, to be elected annually, by ballot, at its first session.

ARTICLE 4. It shall be the duty of the President to preside at each meeting of the Association; to take the vote on all questions of debate; to preserve order, and appoint all committees.

ARTICLE 5. It shall be the duty of the Vice-President to preside during the absence of the President.

ARTICLE 6. It shall be the duty of the Recording Secretary to keep correct minutes of the proceedings of each meeting, and attend to their publication, when so ordered; also a permanent register of the name and address of each member, in a book provided for the purpose.

ARTICLE 7. It shall be the duty of the Corresponding Secretary to notify each member, by circular or otherwise, of the time and place of each meeting; and generally to attend to any details that may devolve upon him in carrying out these arrangements.

ARTICLE 8. It shall be the duty of the President to appoint, at each meeting, two regular Committees—one of three on credentials, and one of five to prepare business.

ARTICLE 9. Fifteen members shall constitute a quorum to do business.

ARTICLE 10. Any ticket seller, or traveling agent, in the employ of any company entitled to be represented, may attend the sessions of this Association, but shall not be eligible to vote or take active part in its deliberations.

On motion,

Resolved, That the Constitution be adopted.

F. R. MYERS,
H. C. MARSHALL,
JOHN U. PARSONS.

Report accepted and Committee discharged.

On motion, it was

Resolved, That the Secretary copy the Constitution and proceedings of this Association, as furnished by the Committee, in a book which he will provide for that purpose.

Adjourned.

THURSDAY, 9.30 A.M.

Convention called to order.

The Committee to Prepare Business for the Convention reported as follows:

The Committee upon Preparation of Business for the action of this Convention having had the following subjects brought before them, make recommendations as follows:

First. That provision be made in the Constitution for the election of a permanent Secretary; and as a central location for the Secretary's records is desirable, the Committee nominate Mr. H. C. Marshall for that position.

Second. The General Ticket Agents' Association being a national, and not a sectional body, that it is inexpedient to adopt a permanent place of meeting, such an arrangement being necessarily in favor of some one section, to the exclusion of all others.

Third. The bill now before Congress, proposing to impose a mileage tax upon all railroad travel, will, in the event of its passage, cause a large reduction in our net earnings, unless the amount is added to the rates. The Committee are of the opinion that the amount of this tax should be added to the rates; but inasmuch as the bill is not yet a law, the Committee recommend that, when the Convention

adjourn, it shall adjourn to meet at Cleveland, subject to the call of the President, in case of, and as soon as possible after, the enactment of the law.

Fourth. The Committee recommend the adoption of a uniform system of reporting coupon tickets, by consecutive numbers.

Fifth. The Committee recommend an increase of the emigrant rates to such a sum as will net, in general, at least 1½ cents per mile.

Sixth. It being inexpedient for the Convention to accept invitations which interfere with the business of the Convention, we recommend the adoption of a By-Law which shall make all resolutions or propositions out of order which are not pertinent to the business of the Convention, until all business is disposed of.

Seventh. That a Committee of be appointed to adjust rates.

All of which is respectfully submitted.

P. W. STRADER,

E. F. FOLGER,

C. P. LELAND,

WM. P. SHINN,

Committee.

Report accepted, and Committee discharged.

On motion, the Convention took up the report of the Business Committee by sections.

Section 1st was amended as follows :

That provision be made in the Constitution for the election of a Secretary, to serve until his successor be appointed ; and that H. C. Marshall be now appointed Secretary.

Section 2d was adopted.

Section 3d was adopted.

Section 4th laid on the table.

Section 5th referred to Committee on Rates.

Section 6th referred to Committee on By-Laws.

Section 7th adopted by resolving the Convention into a Committee of the Whole.

On motion, the Castle Garden Committee was discharged without report.

On motion, it was

Resolved, That the Secretary be instructed to revise the list of reporting and accounting officers, and have a new edition of the same printed and distributed to all the parties interested; and the same be done annually hereafter.

On motion, the following gentlemen were appointed a Committee to revise the Constitution and By-Laws: Wm. A. Burnett, F. R. Myers, and L. L. Houpt.

Adjourned to Friday, 9.30 A.M.

FRIDAY, 9.30 A.M.

Convention called to order.

The following communications were received, and referred to the Committee on Rates:

MILWAUKEE, March 17th, 1862.

Wm. R. Barr, *General Agent*:

I cannot attend the Convention, and would therefore submit that the proposed tax on passengers, without distinction of class, makes an advance of rates on emigrants necessary. I wish the Committee on Apportionment to give no road common to two or more competing lines, more than its *pro rata* proportion on its entire distance, for travel that it gives or receives from one of said lines going only over a portion of its line, thereby operating as a commission against the other competitor.

A. V. H. CARPENTER.

BUFFALO, March 18th, 1862.

Chas. E. Follett, *Esq.*, *President General Ticket Agents' Association, New York*:

DEAR SIR—Having been absent from home for the past two weeks, I find such an accumulation of matter requiring prompt attention as to render it quite im-

possible for me to be present at the Convention, and therefore beg leave to hand you the inclosed dispatch from Mr. A. V. H. Carpenter, with the request that you will submit it to the Convention.

Yours very truly,

WM. R. BARR,
General Agent.

The Committee on the Constitution and By-Laws reported as follows:

The Committee appointed to report a series of By-Laws for the government of this Association, respectfully submit the following:

First. We recommend that Article 3d of the Constitution be so changed as to substitute the words "and Secretary" for the words "one Recording Secretary and one Corresponding Secretary"; also, as a substitute for Articles numbers 6 and 7 of the Constitution, the following:

"It shall be the duty of the Secretary to keep correct minutes of the proceedings of each meeting, in a book provided for that purpose, and to publish the same after each session of the Convention. He shall also notify each member, by circular, of the time and place of each meeting, and attend to all other duties pertaining to the office."

We beg to report the following By-Laws:

First. The Convention shall be promptly called to order at the time appointed, if a quorum be present.

Second. All reports of Committees, or resolutions, shall be made in writing.

Third. It shall be the duty of any Committee to whom business may be referred, to consider the same immediately, and report without loss of time.

Fourth. Standing Committees, appointed at a previous meeting, shall report on the first day of the Convention.

Fifth. The Business Committee shall be appointed at the close of each meeting, to prepare business for the next Convention.

Sixth. No proposition, invitation, or resolution, that does not pertain to the legitimate business of the Convention, shall be received and acted upon until all other business is disposed of.

Seventh. It shall be the duty of the Secretary to publish annually a complete list of the railroad companies comprised in this organization, with their General Ticket Agents and Accounting Officers, and their address.

Eighth. Whenever changes are made in the ticket or accounting department

PROCEEDINGS OF CONVENTION

OF

NATIONAL GENERAL TICKET AGENTS'

ASSOCIATION.

Special meeting, held at Cleveland, August 12th, 1862.

Convention called to order at 11.30 A.M.

Agreeable to the "Rules of Business," Messrs. Myers, Greenough and Parsons were appointed a Committee on Reception of Delegates, and reported the following names :

J. M. HALL.....	Toledo & Wabash R. R.
JOHN U. PARSONS, General Ticket Agent.....	Clev. & Toledo "
CHAS. WOOD, Secretary.....	Terre Haute & Richmond "
E. F. FOLGER, Chief Clerk.....	New York Central "
H. C. MARSHALL, General Ticket Agent.....	Clev., Col. & Cin. "
LEWIS L. HOUP, General Ticket Agent.....	Pennsylvania "
SAMUEL POWELL, General Ticket Agent.....	C., B. & Q. "
W. L. ST. JOHN, General Ticket Agent.....	Chicago & Rock Island and M. & M. "
C. B. GREENOUGH, General Ticket Agent.....	Erie "
J. M. KIMBALL, General Ticket Agent.....	La Crosse & Milwaukee "
W. L. DOYLE, General Ticket Agent.....	B. and N. Y. & E. "
C. P. LELAND, General Ticket Agent.....	M. S. & N. I. "
L. R. KIMBALL, General Ticket Agent.....	Gt. Western of Ill. "
F. R. MYERS, General Ticket Agent.....	Clev. & Pittsburgh R. R. "
GEO. M. WHEELER, General Ticket Agent.....	Galena & Chicago Union "
J. A. BURCH, General Ticket Agent.....	Buffalo & Erie "
M. G. CLAPP, General Ticket Agent.....	Sandusky, Dayton & Cincinnati "
JULIUS MOVIUS, General Ticket Agent.....	D. & M. and G. W. "

JAS. M. CONCANNON, General Ticket Agent.....	North Missouri R. R.	
WM. C. OVEN, General Ticket Agent.....	Quincy & Toledo	"
P. W. STRADER, General Ticket Agent.....	L. M. & C. and Xenia & C. H. & D.	"
E. F. FULLER, General Ticket Agent.....	Ohio & Mississippi	"
E. DEWITT ROBINSON, General Ticket Agent.....	Chicago & North-Western	"
J. W. CARY, General Ticket Agent.....	Clev. Painsv. & A.	"
W. P. JOHNSON, General Ticket Agent.....	Ill. Central	"
J. B. RALSTON, General Ticket Agent.....	St. Louis, Alton & T. H.	"
WM. P. SHINN, General Ticket Agent.....	Pitts., Ft. W. & Chicago	"
P. B. Groat, General Ticket Agent.....	Hannibal & St. Jo.	"

On motion, the reading of the proceedings of last meeting were omitted.

On motion of L. L. Houpt, the Convention agreed to proceed immediately to the consideration of passenger fares.

Julius Movius offered the following resolution :

Resolved, That three per cent. being the amount of Government tax, it be added to the passenger rates now in operation, as adopted at the last Convention of General Ticket Agents, held in New York on the 19th of March last.

Laid on the table.

L. L. Houpt offered the following resolution :

Resolved, That each delegate be requested to state what instructions he has received to govern his action in this Convention, as his name may be called by the Secretary.

Adopted.

The following roads do not increase their rates :

Terre Haute & Richmond.

La Crosse & Milwaukee.

Michigan Southern & Northern Indiana.

Cleveland, Painesville & Ashtabula.

On motion, resolution No. 1 was taken from the table.

L. L. Houpt offered the following substitute for resolution No. 1, which was adopted :

Resolved, That we now proceed to increase the through rates, in accordance with the views of this Convention, to suit the various roads represented.

On motion, the following resolution was adopted :

Whereas, The national tax law of 1862 makes it obligatory upon every railroad company to render a certified return of its gross receipts within five days after the end of each month, under a penalty of an additional five per cent. on the amount of such earnings, if the return be delayed beyond the 11th day of each month ; and,

Whereas, In order to make these certified returns at all possible, great and invariable promptness is necessary on the part of each company in the interchange of their monthly reports ; therefore,

Resolved, That it shall be the duty of each General Ticket Agent in connection with this body, to see to it that the reports from his road over the various roads in connection with him, be made before the 5th day of each month.

On motion,

Resolved, That the fare between Baltimore and Cincinnati be fixed at \$16.85, and that roads selling tickets be required to conform to this rate.

Adopted.

E. DeWitt Robinson offered the following resolution, which was lost :

That owing to the very arbitrary position taken by certain roads, in refusing positively to advance their rates of passenger fare to meet the Government tax, and against the expressed wish and desire of a large majority of the roads represented,

Resolved, That as no rates can be adopted unanimously by this meeting, this Convention do now adjourn, and such roads as can advance their rates have the privilege of notifying, by circular, such advance as they choose to make.

Adjourned to 9 A.M.

WEDNESDAY, August 13th, 9 A.M.

Convention met at Angier House.

After reading minutes, on motion of H. C. Marshall, the Convention resolved itself into Committee of the Whole on Passenger Rates.

On motion, L. L. Houpt's resolution about fares between Baltimore and Cincinnati, was adopted in Committee of the Whole.

THURSDAY, August 14th, 8 P.M.

The Committee having reported the passenger rates, on motion, they were declared adopted, to take effect September 1st, 1862.

On motion, the following resolution was adopted :

Resolved, That the Secretary append a note to the tariff of rates, as adopted, requesting any road requiring any corrections or changes, to report them to the Business Committee prior to the next meeting.

On motion, the following resolution was adopted :

Resolved, That the thanks of this Association be extended to Mr. Taylor, proprietor of the Angier House, for the many courtesies received during the sessions of this Convention.

On motion, Convention adjourned.

J. M. KIMBALL,
President.

H. C. MARSHALL,
Secretary.

PROCEEDINGS OF CONVENTION OF NATIONAL GENERAL TICKET AGENTS' ASSOCIATION.

CLEVELAND, October 15th, 1862.

Meeting called to order at 11 A.M.

Committee on Credentials reported the following names as delegates :

J. W. CARY.....	Clev., Pains. & Ashtabula
J. M. HALL.....	T. & W.
J. B. RALSTON.....	St. L., A. & T. H.
WM. P. JOHNSON	Ill. Central
GEO. M. WHEELER.....	G. & C. U.
E. P. BACON	M. & P. du Chien
LEWIS L. HOUPPT	Pennsylvania
WM. P. SHINN.....	P., Ft. W. & C.
F. R. MYERS.....	Clev. & Pittsburgh
W. L. ST. JOHN	Chicago & Rock Island and M. & M.
D. B. HOWARD.....	St. L., A. & C.
JAS. FERRIER.....	Jeffersonville
J. A. PERKINS.....	I. C. & D. & W.
J. M. KERPER	L. & Indianapolis
C. H. KENDRICK.....	Hudson River
E. F. FULLER	Ohio & Mississippi
H. C. MARSHALL	Clev., Col. & Cin.
J. U. PARSONS	Clev. & Toledo
SAML. POWELL	Chicago, Burlington & Quincy
CHAS. E. FOLLETT	Cincinnati & Chicago
J. M. KIMBALL	La Crosse & Milwaukee

H. T. FRARY	R. W. & O.
C. P. LELAND	Michigan Southern & Northern Indiana.
E. DEWITT ROBINSON	Chicago & North-Western.
E. F. FOLGER	New York Central.
C. B. GREENOUGH	Erie Railway
J. A. BURCH	Buffalo & Erie.
T. D. BARTON	Great Western of Canada
H. F. CLARK	L., P. & B.
IRA A. HUTCHINSON	C. O. & C. C. & P.

The reading of proceedings of previous meeting was omitted by vote of Convention.

J. W. Cary, Chairman of Business Committee, made verbal report, That they have no business to present to the meeting.

On motion of Mr. Houpt,

Resolved, That the Business Committee have leave to sit again, and make written report before the Convention adjourn.

On motion,

Resolved, That the revision of passenger rates be made the first business this afternoon.

On motion, the following resolution was adopted :

Whereas, At the Convention held in March, 1862, it was

“ *Resolved*, That railroad companies who are now using coupon tickets on the principle of consecutive numbers, report all sales by numbers ; and that all General Ticket Agents are requested to adopt this system ” ; and

Whereas, It appears that but few companies have adopted this form of reporting ; therefore,

Resolved, That for the information of the members of this Convention, each General Ticket Agent will report to the Secretary of this Convention :

First, Whether or not his coupon tickets are consecutively numbered.

Second. Whether or not he is reporting by number, in accordance with the resolution above quoted.

The following answers were given by the roads represented :

NAMES.	Coupons. Cons. Nos.	Report by Numbers.
Cleveland, Painesville & Ashtabula Railroad.....	Yes.....	No
Toledo & Wabash.....	No.....	No
St. Louis, Alton & Terre Haute.....	Yes.....	Yes
Illinois Central.....	Partly.....	No
Galena & Chicago Union.....	Partly.....	No
Milwaukee & Prairie du Chien..... Railroad.....	Yes.....	No
Pennsylvania Central.....	Yes.....	No
Pittsburgh, Ft. Wayne & Chicago...	Yes.....	Yes
Cleveland & Pittsburgh.....	Yes.....	Yes
Chicago & Rock Island.....	No.....	No
St. Louis, Alton & Chicago.....	Yes.....	Yes
Jeffersonville.....	Yes.....	No
Ind. Central & Dayton & Western...	No.....	No
La Fayette & Indianapolis.....	Yes.....	No
Hudson River.....	Partly.....	No
Ohio & Mississippi.....	No.....	No
Cleveland, Columbus & Cincinnati...	Yes.....	No
Cleveland & Toledo.....	Yes.....	No
Chicago, Burlington & Quincy.....	Yes.....	Yes
Cincinnati & Chicago.....	No.....	No
La Crosse & Milwaukee.....	No.....	No
Rome & Watertown.....	Partly.....	No
Mich. Southern, and Northern Ind..	Yes.....	Yes
Chicago & North-Western.....	No.....	No
New York Central.....	Yes.....	No
Erie.....	Yes.....	No
Buffalo & Erie.....	No.....	No
Great Western (Canada).....	No.....	No
Logansport, Peoria & Burlington....	No.....	No

It was here explained, by W. P. Shinn, that those companies having tickets on hand without consecutive numbers, could have them numbered in a paging machine at a cost of *one cent per hundred coupons*, or *one dollar per thousand for tickets of ten coupons each*, and in proportion for those of less coupons. It is therefore apparent that the expense of numbering tickets need not, and should not, stand in the way of a uniform system of reporting by numbers. He also called the attention of the Convention to the fact that the *year* is omitted from the dating stamps used by many Ticket Agents, and in view of the large number of tickets coming in after the current year has expired, recommended a reform in this particular.

On motion, adjourned to 2.30 P.M.

AFTERNOON SESSION.

2.30 P.M.

Convention met pursuant to adjournment.

The following resolution was presented by Mr. Shinn, and, by vote of the Convention, was lost:

Resolved, That on and after the 1st of January, 1863, the several companies represented in this Association will decline to receive for passage any tickets not bearing date of the month and year in which they are issued, either stamped or written thereon; and that the Secretary be requested to send a copy of this resolution, by itself, to each company or agency issuing coupon tickets.

On motion, Convention adjourned and went into Committee of the Whole on Rates; the President and Secretary of Convention acting same for Committee.

At 5 P.M. Committee adjourned till 9 A.M. Thursday.

THURSDAY, October 16th.

Committee met pursuant to adjournment.

At 6 P.M. the Committee on Rates made their report, which was adopted.

On motion, the following resolution was adopted:

Resolved, That the column of Baltimore rates be suspended for the present, and that the rates from and to Baltimore, and all points west of Pittsburgh, be made fifty cents less than the rates in the Philadelphia column; to take effect on November 1st proximo, and to continue in operation until the Baltimore & Ohio Road becomes again the short line from Baltimore to the West, and that a note be so appended to the published tariff.

On motion, the following resolution was adopted:

Resolved, That the resolution relative to emigrant rates, adopted at the Convention held in March, 1862, having been found to be inoperative, be, and the same is, hereby repealed.

On motion, the following resolution was adopted :

Resolved, That all rates designed to be changed, to take effect from and after November 1st, which have not already been furnished to this Association, shall be promptly made up and forwarded, by circular or letter, to all lines interested, before the 25th instant, otherwise they shall not be considered binding, nor put in force until December 1st, 1862.

On motion, the following resolution was adopted :

Resolved, That the rates adopted by this Convention take effect November 1st, 1862, except to points on the Upper Mississippi river, which rates shall go into effect on closing of navigation on that river.

The Committee on Revision of old Resolutions and Rules of Association, reported as follows :

The Committee to Revise the old Resolutions and Rules adopted by this Association, would respectfully report that the papers not being in proper shape for such revision, they ask for further time.

J. W. CARY.
F. R. MYERS.
WM. P. SHINN.
C. B. GREENOUGH.
JOHN U. PARSONS.

On motion, the following resolution was adopted:

Resolved, That a Committee of three be appointed to consider the propriety of employing a suitable person to prepare a full and complete book of proportions of the rates adopted by this Association, the expense to be apportioned to, and paid by, the members of the Association, *pro rata* per mile on the roads they represent, said Committee to report at the next regular meeting, with an estimate of the probable expense.

EDWARD F. FOLGER,
LEWIS L. HOUPPT,
F. R. MYERS,
Committee.

On motion, the following resolution was adopted :

Resolved, That Clyde and Monroeville be stricken from the list of published rates.

On motion, the following resolution was adopted :

Resolved, That the next regular meeting of this Association be held at Chicago, on Wednesday, April 15th, 1863, at 10 o'clock A.M., at such place as may be

designated in the call of the Secretary ; and that the members of this Association resident in Chicago be a Committee to arrange for the place of holding such meeting, and report the same to the Secretary one month in advance of the time of meeting.

The Business Committee for the next meeting are: C. E. Follett, E. DeWitt Robinson, W. P. Johnson, Sam'l Powell, W. L. St. John.

On motion, the following resolution was adopted:

Resolved, That each member of this Association confer with the member of Congress from his District, as to having the time extended in which railroads are to make their report to the Government officer, of their earnings.

On motion, adjourned, to meet in Chicago.

H. C. MARSHALL,
Secretary.

J. M. KIMBALL,
President.

PROCEEDINGS OF CONVENTION
OF
NATIONAL GENERAL TICKET AGENTS'
ASSOCIATION.

CHICAGO, March 18th, 1863.

Convention called to order at 11 A.M.

The President read the call of the meeting, which was as follows:

J. M. Kimball, Esq., President N. G. T. A. A.:

DEAR SIR—At a meeting of the resident General Ticket Agents of Chicago, held February 12th, at the office of the C. C. Air Line Railroad, to select a place for holding the next meeting of the N. G. T. A. Association in Chicago, after discussing the matter as to where the meeting should be held, it was decided to hold it at the Sherman House.

On motion, it was

Resolved, That the President be requested to call a special meeting of the Association, to be held in Chicago, at the Sherman House, on the 18th of March (Wednesday), for the purpose of adopting summer rates, and transacting any other business that may come up before the meeting, as the probability is that navigation on all water routes will be fully open before the time (April 15th) fixed for the regular spring meeting of the Association.

CHAS. E. FOLLETT.
W. P. JOHNSON.
E. DEWITT ROBINSON.
SAM'L POWELL.
W. L. ST. JOHN.
G. M. WHEELER.
JOSEPH PRICE.
A. E. LITTLE.

Chicago, Feb. 12th, 1863.

CLEVELAND, COLUMBUS & CINCINNATI RAILROAD CO.,

GENERAL TICKET OFFICE,

CLEVELAND, Ohio, February 20th, 1863.

DEAR SIR: In compliance with the request of the President of the National General Ticket Agents' Association, based upon the above application of the General Ticket Agents of Chicago, you are hereby notified that a special meeting of the General Ticket Agents' Association will be held at the Sherman House, in the city of Chicago, on Wednesday, the 18th day of March, 1863, at 11 o'clock A.M.

Yours truly,

H. C. MARSHALL,

Secretary National General Ticket Agents' Association.

The Committee on Reception of Delegates (Messrs. Myers, Robinson and St. John) reported the following names as delegates:

JAS. FERRIER.....	Jeffersonville Railroad
W. L. ST. JOHN.....	C. & R. I. and M. & M.
C. E. FOLLETT.....	Chicago & Cincinnati Air Line
E. DEWITT ROBINSON.....	Chicago & North-Western
J. H. CONCANNON.....	North Missouri
CHAS. H. HASKINS.....	L., N., A. & C.
E. F. FULLER.....	Ohio & Mississippi
D. M. BOYD.....	Bellefontaine Line
E. P. BACON.....	Milwaukee & Prairie du Chien
H. F. CLARK.....	L., P. & B.
THOMAS FRAZER.....	Michigan Central
JOS. PRICE.....	St. Louis, Alton & Chicago
J. M. HALL.....	Toledo & Wabash
M. G. CLAPP.....	S., D. & C.
THOS. W. BUSSELL.....	B. & L. H.
H. SCHACKELL.....	Grand Trunk
JOHN U. PARSONS.....	C. & T.
J. W. BROWN.....	Central Ohio
CHAS. WOOD.....	Terre Haute & Richmond
J. A. PINTO.....	Dubuque & Sioux City
E. F. FOLGER.....	New York Central
WM. R. BARR.....	Erie Railway
W. L. DOYLE.....	B. & N. Y. & E.
G. M. WHEELER.....	Galena & Chicago Union
A. V. H. CARPENTER.....	M. & C.
W. E. OVEN.....	Quincy & Toledo
J. K. HORNISH.....	Illinois & Southern Iowa
C. P. LELAND.....	Michigan Southern

J. B. RALSTON.....	St. Louis, Alton & Terre Haute
W. P. JOHNSON.....	Illinois Central
JOHN M. KESPER.....	L. & I.
L. M. KIMBALL.....	Great Western of Illinois
E. S. YOUNG.....	Nor. C.
W. H. L. NOBLE.....	Indianapolis & Cin.
V. T. MALOTT.....	P. & Ind.
J. A. PERKINS.....	Indiana Central
L. M. COLE.....	Baltimore & Ohio
W. P. SHINN.....	Pittsburgh, Ft. Wayne & Chicago
J. A. BURCH.....	B. & E.
J. W. CARY.....	Cleveland, Painesville & Ashtabula
J. M. KIMBALL.....	L. & M.
SAM'L POWELL.....	Chicago, Burlington & Quincy
F. B. MYERS.....	C. & P.
H. C. MARSHALL.....	C. C. & C.
L. L. HOUTT.....	Pennsylvania
J. CHARLTON.....	Great Western of Canada
AUGUSTUS PALM.....	Detroit & W.
A. E. LITTLE.....	C. & M.

The following resolution was adopted without dissent:

Resolved, That by unanimous consent of the members present, this special meeting be substituted for the regular meeting appointed for April 15th, 1868; and that all acts and resolutions passed at this Convention be considered the same, and binding, as if acted upon at said regular meeting.

The following resolution was adopted:

Resolved, That such agents or representatives of different railroads and steamboat routes that may be in the city, be invited to take seats in this Convention.

The Committee for Revision of old Resolutions reported as follows:

The Committee to Revise the old Resolutions and Rules adopted by this Association, would beg to report: That this present meeting being called about a month earlier than the time appointed for the regular semi-annual one, and being designed to take the place of the regular meeting, they have not met and made such revision, and ask for further time.

J. W. CARY,
W. P. SHINN,
JOHN U. PARSONS,
F. B. MYERS.

Committee.

Report accepted.

The Committee on Proportions reported as follows :

SHERMAN HOUSE, CHICAGO, March 18th, 1863.

The Committee appointed to inquire as to the practicability of the appointment, by this Association, of a suitable person to arrange and issue, under the authority of the N. G. T. A. Association, a Book of Rates and Proportions, respectfully report that they do not deem it practicable.

EDWARD F. FOLGER.
F. R. MYERS.

Report accepted and adopted.

Agreeable to the Constitution and By-Laws, the Convention proceeded to the election of officers for the ensuing year, which resulted as follows :

President—E. F. Folger.

Vice-President—Thomas Frazer.

The Business Committee reported as follows :

The Committee on Preparation of Business for this Convention, having received no communications whatever from members of the Association, are not prepared to present any special business for your consideration. The Committee would, however, suggest :

First. That some definite rule should be adopted relative to the issue of military tickets, under which said issue may be uniform among all the roads.

Second. That the principle regulating the division of through rates, when said through rates are made up of locals, should be definitely settled.

Third. That the Convention go into Committee of the Whole on the adjustment of rates.

CHAS. E. FOLLETT.
SAM'L POWELL.
W. L. ST. JOHN.
E. DEWITT ROBINSON.
W. P. JOHNSON.

On motion, the following resolution was adopted :

Resolved, That the Chair appoint a Committee of three to take into consideration, and report to this meeting, rules to govern the sale of military tickets for cash.

Wm. P. Shinn, Chas. E. Follett, and E. DeWitt Robinson were appointed said Committee.

On motion, the following resolution was adopted:

Resolved, That so much of the report of the Committee on Business as relates to divisions, be referred to a Committee of seven.

L. L. Houpt, Wm. P. Johnson, Wm. R. Barr, F. R. Myers, L. M. Cole, E. F. Fuller and C. P. Leland were appointed said Committee.

The following amendment to the By-Laws was adopted:

The regular semi annual Conventions of this Association shall be held on the second Wednesdays of March and October, respectively.

The amendment to the Constitution was offered and accepted.

On motion, it was

Resolved, That the following amendment to the Constitution be acted on at the next meeting of the Association: "Article 3. Substitute 'at its regular spring meeting,' for 'at its next session.'"

On motion, adjourned till 2.30 P.M.

2.30 P.M.

Convention met pursuant to adjournment.

The Committee appointed on Military Rates and Business not being able to report, the Convention adjourned till 7 P.M.

7 P.M.

Convention met pursuant to adjournment.

The Committee on Military Rates reported as follows:

The Committee appointed to report rules to govern the sale of military tickets for cash, beg leave to report as follows, viz:

That tickets be sold at $2\frac{2}{3}$ cents per mile (distance being taken by the short route) to persons in the military or naval service of the United States or State

Governments, who may present proper documentary evidence of their being in such service, and to persons discharged from such service on their way to their homes ; such documents to consist of,

First. A furlough, or leave of absence.

Second. A discharge, the person holding the same being entitled to a ticket thereon, to or in the direction of his home ; the discharge to be stamped by the Ticket Agent, to indicate that one ticket has been sold on it, and no further tickets to be issued on the same document.

Third. A certificate from a Quartermaster, or Disbursing Officer, that the party is entitled to travel at military rates.

That persons claiming to be officers, privates or otherwise in the service of the Government, not presenting the evidence as above mentioned, shall not be allowed to travel at military rates, or at any other than the rates made for regular passengers.

That any company violating the letter or spirit of these rules shall be deemed guilty of cutting rates.

Your Committee, impressed with the importance of concerted action upon this matter, would further recommend that the Secretary issue, in form of a special circular, and send to each company represented in this Association, a copy of these rules.

WM. P. SHINN,
CHAS. E. FOLLETT,
E DEWITT ROBINSON,
Committee.

Report accepted and Committee discharged.

The Committee on Division of Rates reported as follows :

The Committee to whom was referred the resolution of this morning, viz. :

“ Resolved, That so much of the report of the Committee on Business as relates to divisions, be referred to a Committee of seven,”

Beg leave to report the following resolution :

Resolved, That we regard the present basis of division of through rates as the proper one, and recommend its continuance.

LEWIS L. HOUP, T,
WM. P. JOHNSON,
WM. R. BARR.
E. F. FULLER,
C. P. LELAND,
F. R. MYERS,
L. M. COLE,
Committee.

Report accepted and adopted, and Committee discharged.

The following resolution was offered, and referred to the Committee on Rates :

Whereas, At the last Ticket Agents' Convention it was resolved that Clyde and Monroeville be stricken from the list of published rates ;

Resolved, That Clyde be hereafter included in those rates.

On motion, the Convention resolved itself into Committee of the Whole, to adopt passenger rates.

FRIDAY, 1 P.M.

Committee on Rates reported.

Rates adopted as reported.

The following amendment to the By-Laws was offered :

That it shall be the duty of the Chairman of the Business Committee to send to each General Ticket Agent, not less than fifteen days prior to the next, and each subsequent regular meeting, a circular calling for a list of the changes on rates proposed to be made by such General Ticket Agent in the rates to be adopted at such Convention ; and that each General Ticket Agent is earnestly requested to respond to the call. It shall further be the duty of the Chairman of the Business Committee to call a meeting of the Committee, at least one day prior to the meeting the Convention, to arrange the changes in rates in such manner as will facilitate the transaction of business in Convention.

Laid over till next meeting.

The following resolution was adopted :

Resolved, That the Secretary be allowed the sum of \$50 per annum as his compensation, or to pay for any assistance he may need ; this sum to be divided equally among the companies to whom the proceedings and tariffs are sent, and to be collected as charges on the same.

The following resolution was adopted :

Resolved, That the members of this Association tender their thanks, collectively and individually, to the proprietors of the Sherman House, for the courtesies

received, and accommodations placed at their disposal, during the session of this Convention.

The President appointed, as the Business Committee for the next meeting, Messrs. Houpt, Cole and Shinn.

The following resolution was adopted :

Resolved, That the next semi-annual meeting of this Association be held on Wednesday, the 14th day of October, 1863, at Philadelphia, and that Messrs. Houpt, Cole and Shinn be a Committee to designate the place of meeting, and to notify the Secretary in ample season.

On motion, adjourned to meet in Philadelphia, Wednesday, October 14th, 1863.

E. F. FOLGER,

President.

H. C. MARSHALL,

Secretary.

B Y - L A W S .

First. The regular semi-annual Conventions of this Association shall be held on the second Wednesday of March and October, respectively.

Second. The Convention shall be promptly called to order at the time appointed, if a quorum be present.

Third. All reports of Committees, or resolutions, shall be made in writing.

Fourth. It shall be the duty of any Committee to whom business may be referred, to consider the same immediately, and report without loss of time.

Fifth. Standing Committees appointed at a previous meeting, shall report on the first day of the Convention.

Sixth. The Business Committee shall be appointed at the close of each meeting, to prepare business for the next Convention.

Seventh. No proposition, invitation, or resolution, that does not pertain to the legitimate business of the Convention, shall be received and acted upon until all other business is disposed of.

Eighth. It shall be the duty of the Secretary to publish annually a complete list of the railroad companies comprised in this organization, with their General Ticket Agents and Accounting Officers, and their address.

Ninth. Whenever changes are made in the ticket or accounting departments of any road, it shall be the duty of such road to give immediate notice to the Secretary of such change.

Tenth. All sessions of Committees shall be held in private, and no person admitted unless by vote of the Committee. Members having any business to propose for the action of any future Convention, shall transmit their propositions in writing to the Chairman of the Business Committee, which Committee will report it to the Convention.

Eleventh. Any member appointed on a Committee shall serve, unless excused by the Convention.

Twelfth. Every member of the Convention shall be governed by its action, unless his dissent be publicly made known, and reasons given, prior to the passage of the resolution.

Thirteenth. Smoking and loud talking during the sessions of the Convention shall be strictly prohibited.

Fourteenth. Order of business:

- 1st. Reception of Delegates.
- 2d. Reading of the Minutes.
- 3d. Reports of Committees.
- 4th. Unfinished Business.
- 5th. Election of Officers.
- 6th. Appointment of Standing Committees.
- 7th. New Business.
- 8th. Miscellaneous.

Fifteenth. These By-Laws may be altered or amended at any annual or semi-annual meeting of the Association, by a vote of two-thirds of the members present.

PROCEEDINGS OF CONVENTION OF NATIONAL GENERAL TICKET AGENTS'

NEW YORK, Oct. 15th, 1863.

Convention met, agreeable to adjournment, at 2 P.M., at the Metropolitan Hotel.

Additional delegates were reported in attendance, viz. :

H. P. BALDWIN.....	Allentown Line R. R.
SAM'L POWELL.....	Chicago, Burlington & Quincy "
E. P. BEACH.....	Grand Trunk "
E. DEWITT ROBINSON.....	Chicago & North-Western "
C. H. KENDRICK.....	Hudson River "
WM. R. BARR.....	Erie "
C. N. YEAMANS.....	New Haven & N. "
J. M. HALL.....	Toledo & Wabash "
G. M. WHEELER.....	Galena & Chicago Union "
JAS. FERRIER.....	Jeffersonville "
I. A. HUTCHINSON.....	Pittsburgh, Columbus & Cincinnati "

The minutes of the last Convention were then read, and on motion, were approved and adopted.

On motion, the resolution of the last Convention, on the alteration of the wording of Article 3d of the Constitution, to read "at its regular spring meeting," for "its first session," was adopted.

The resolution of the last Convention, referring to this Convention an amendment of the By-Laws, was taken up, and on motion, laid upon the table.

On motion, it was

Resolved, That the President appoint a new Business Committee, to act in place of the one appointed at last meeting — none of its members being present.

F. R. Myers, J. A. Burch and J. Charlton were appointed said Committee.

Convention adjourned to 10 A.M. Friday.

FRIDAY, 10 A.M.

Convention met pursuant to adjournment.

Minutes of Thursday were read and adopted.

The Business Committee appointed on Thursday made report, as follows :

SECTION 1. The adoption of rates established at Chicago, April 1, 1863, with such local changes as may be suggested by parties interested—omitting points on Mississippi river—without regard to the present cutting of rates.

SEC. 2. To establish a basis of division for present unsettled rates.

SEC. 3. To inquire of the main trunk lines leading from New York, why the rate of one cent per mile on Emigrants has not been carried into effect.

SEC. 4. The subject of payment of 40 cents transfer at Louisville and St. Louis.

Report accepted.

On motion, the 1st section of the report of the Business Committee was laid on the table.

Section 2 was disposed of by the following preamble and resolution, viz. :

Whereas, The Grand Trunk and Pittsburgh, Fort Wayne & Chicago Railways made reductions affecting the through rates between Chicago, New York and Boston, thereby compelling a reduction from Southern points ; therefore,

Resolved, That that reduction shall be borne by the parties in interest, and *pro rated* per rate, and *not per mile*, on the basis of the proportions prior to the reduction.

Section 3 was disposed of in the following resolution, viz.:

Whereas, A report was made in June last upon the emigrant business in charge of the three trunk lines in New York, on a basis of a minimum rate of one cent per mile, and it being very desirable to get more remunerative rates than those formerly obtained, therefore,

Resolved, That that report be presented to this meeting for consideration.

Mr. Houpt, Secretary of the "St. Nicholas" Convention, presented the following report, as made to the Committee of the "three trunk lines":

NEW YORK, June 5th, 1863.

Messrs. Scott, Minot and Vibbard, Executive Committee:

GENTLEMEN—Agreeable to your instructions, the undersigned have had under consideration the subject of "Increased Emigrant Rates," and beg leave to submit the following report, to-wit:

With the view of obtaining all the information possible on the subject, we first called on Messrs. Weed, Banker and McDonald, of Castle Garden, and through them arranged for an interview with the Commissioners of Emigration, to both of whom we are indebted for valuable statistics, as also the assurance of their hearty co-operation in carrying out the reforms we propose.

Emigrants have been so long and so grievously swindled by commission men, runners, bogus-ticket sellers, boarding-house keepers and others, that it seems indispensably necessary to establish an Agency, or Clearing House, where authorized tickets shall be sold to all points at a fixed and uniform rate; and we think the time is opportune to make this change. We therefore recommend a General Emigrant Agency at, or near, Castle Garden, under the supervision and management of Messrs. Weed, Banker and McDonald, for the sale of tickets by all lines conforming to the spirit of this arrangement. Said agency to be under the joint and exclusive control of the three trunk lines; and all other outside offices of every description, except those of the trunk lines, shall be discontinued, and in no way countenanced. To effect which, the trunk lines shall each furnish the tickets necessary for its road and connections, and bind themselves not to accept of a ticket sold elsewhere than at the offices referred to. We further propose that the gross rate shall be one and one-quarter cents per mile to destination, and no more, twenty per cent. of which, or one-quarter cent per mile, shall be the commission allowed the Castle Garden Agency for doing the business, leaving one cent per mile net to the roads forming the short line. Ten per cent. of first-class passenger fares shall be the gross price for extra baggage per 100 lbs., twenty per cent. of which shall be allowed as a commission.

The following is an official statement of the Emigration to this port in the five months from January to May 31st, 1863, with their avowed destination, to-wit:

	JAN'Y.	FEB'Y.	MAR.	APRIL.	MAY.	TOTAL.
Canada.....	70	37	93	275	487	962
California.....	49	38	21	93	120	321
Connecticut.....	69	19	96	376	618	1,178
Delaware.....	2	5	1	17	9	34
Illinois.....	153	60	89	613	1,147	2,062
Indiana.....	27	10	37	80	196	350
Iowa.....	23	9	34	82	207	355
Kentucky.....	6	8	21	32	62	129
Louisiana.....	18	4	3	29	44	98
Massachusetts.....	144	114	446	1,354	1,998	4,056
Michigan.....	35	14	27	114	495	685
Maryland.....	36	26	41	61	92	256
Maine.....	.....	.....	2	22	25	49
Minnesota.....	14	.....	17	233	160	424
Missouri.....	57	35	41	107	180	420
New Hampshire.....	7	3	.....	8	17	35
New Jersey.....	71	42	119	451	445	1,128
New York.....	1,955	1,178	2,908	10,216	13,565	29,822
Ohio.....	106	58	163	535	857	1,719
Pennsylvania.....	341	202	320	1,414	2,574	4,851
Rhode Island.....	25	19	62	177	273	556
Tennessee.....	1	1	9	11	14	36
Utah.....	.....	.....	.....	.....	41	41
Virginia.....	.....	.....	3	15	46	64
Vermont.....	3	6	7	35	43	94
Wisconsin.....	95	38	50	208	1,096	1,487
Alabama.....	.....	.....	.....	7	.....	7
British Columbia.....	.....	.....	.....	6	2	8
Cuba.....	.....	.....	.....	.....	7	7
Florida.....	.....	.....	.....	.....	1	1
Kansas.....	.....	.....	9	8	5	22
Mexico.....	.....	.....	6	4	.....	10
New Brunswick.....	.....	.....	.....	3	9	12
Nova Scotia.....	1	1	2	10	2	16
South America.....	.....	.....	2	.....	4	6
Total.....	3,308	1,927	4,629	16,596	24,841	51,301

This is to certify that the above statement, showing the avowed destination of emigrant passengers landed at the port of New York, is a correct transcript from the records of this Department.

(Signed)

B. CASSIDY,

General Agent Commissioners of Emigration, State of New York.

CASTLE GARDEN, June 5th, 1863.

From the foregoing statement, you will observe that

58	11-100	per cent.	were	destined	to	the	State	of	New	York,
2	20-100	"	"	"	"	"	"	"	New	Jersey,
9	46-100	"	"	"	"	"	"	"	Pennsylvania,	
11	63-100	"	"	"	"	"	"	"	New	England
1	64-100	"	"	"	"	"	"	"	Southern	States,
5	23-100	"	"	"	"	"	"	"	Southwestern	States,
9	78-100	"	"	"	"	"	"	"	Western	and
1	95-100	"	"	"	"	"	"	"	Northwestern	States,
									Canadas,	

and that only about 16 96-100 per cent. were destined to points common to the three trunk lines, from which the expenses of the Castle Garden Agency must be mainly defrayed. We therefore argue that the proposed twenty per cent. commission is quite little enough, when we consider the rental, number of employes required, and amount of labor to be performed in handling the baggage, and otherwise disposing of so large a number of passengers, from whom no revenue whatever is derived.

We believe that a higher rate than that proposed will, to a great extent, check emigration, or at least destroy its vitality, and we have to suggest that all Western lines, particularly those leading West from Chicago and Milwaukee, be urged to abandon the practice of exacting arbitrary rates on this class of business (in some instances being first class rates, or three cents per mile), and invited to join the trunk lines in carrying out the plans here submitted, with the assurance that the business shall be fairly and equitable divided between all competing lines.

It must be clear to all that there is not a road west of Pittsburgh or Buffalo that does not need this class of travel more than those in New York and Pennsylvania, and that cannot afford to carry it as cheaply. In proof of this, there are now agents of perhaps a dozen different roads at work in this port to obtain laborers, being willing to pay their fare, and even offering an additional bonus to secure them. In one case, lately, two hundred laborers were contracted for in Europe at \$100 each, to work on a road in Illinois, and yet these very roads, or some of them, demand an arbitrary rate of from two to three cents per mile on those sent them without cost or trouble. Besides, Western lines have allowed their own agents to make special contracts (as in the case of the Mormons), at scarcely more than one-half the current rates at Castle Garden, which is not only gross injustice to the lines doing business in New York, but subversive of all principle and permanency.

Should the plan we have thus submitted meet your approbation, and be generally adopted, the Commissioners of Emigration have kindly offered to procure from the Department of State, at Washington, instructions to our Foreign Consuls indorsing the organization and agency, which will, no doubt, give us a much greater control of the entire emigration than we now have.

Respectfully yours,

WM. R. BARR.
E. F. FOLGER.
LEWIS L. HOUPY.

On motion, it was

Resolved, That we regard the basis for settlement of emigrant business, as proposed in the report just read, to be the only proper one.

Resolved, That lines west of Chicago agreeing to carry emigrants for one cent per mile, the report be adopted, to take effect January 1st, 1864.

Resolved, That the whole subject be left with the three trunk lines, to arrange the details, and confer with Castle Garden on the subject.

Section 4th brought out the following resolution :

Resolved, That in adjusting rates hereafter, we make the rate to Jeffersonville, instead of Louisville, and that we charge to Louisville such additional sum as the Jeffersonville Railroad Co. may agree to pay for the transfer of passengers at that point.

Adopted.

On motion,

Resolved, That the Convention go into Committee of the Whole, to arrange passenger rates.

Convention adjourned until 3 P.M.

3 P.M.

Convention met, as per adjournment.

The Committee of the Whole reported the following resolutions as their action on rates :

Resolved, That from the first day of November to the first day of March, the through rates between Eastern points and all points northwest of Chicago, be made by adding the local rates from Chicago to the Chicago rate, except on the Upper Mississippi rates, which will not be changed till the close of river navigation.

Resolved, That the rates now in force to and from all points not affected or reduced by the Chicago reductions of August 11th, 1863, be, and are, continued, except the rates to points northwest from Chicago, and points where rates are made in competition with rates on Mississippi river.

Resolved, That, owing to the uncertainty of present rates remaining unchanged, this Committee of the Whole now adjourn, and meet in Convention.

H. R. PAYSON, General Passenger Agent.....	P., Ft. W. & C. R. R.
J. M. KIMBALL, General Ticket Agent.....	Mil. & St. Paul “
L. R. KIMBALL, General Ticket Agent.....	Great Western (Ill.) “
E. DEWITT ROBINSON, General Ticket Agent.....	Chicago & North-Western “
THOS. M. DAVIS, Assistant Auditor	Philadelphia & Erie “

The minutes of the last meeting, held in Philadelphia and New York, October 14th, being read, on motion the minutes were adopted.

On motion, the following resolution was adopted :

Resolved, That no emigrant tickets be sold except at tide-water points, and that if such tickets are sold at other points, the second class rates be required.

On motion, Convention went into Committee of the Whole.

FRIDAY, 3 P.M.

Convention came to order.

The Committee reported passenger rates to take effect January 1st, 1864, except the rate between Cleveland & Chicago.

The following communications were ordered to be embodied in the minutes of the Convention :

Mr. Blanchard, on behalf of the Ohio & Mississippi Railway, announced that this line, *via* Vincennes and Terre Haute, being some thirty-seven miles nearer Crestline (a common dividing point) than *via* Cincinnati, he should claim a division *via* that line to all points to which that route, or the route *via* Columbus, offered him an advantage.

SUPERINTENDENT'S OFFICE, CHICAGO, November 25th, 1863

E. F. Folger, Esq., President National General Ticket Agents' Association :

DEAR SIR—It being impossible for me to attend the meeting of the Association called for 2d prox., at Buffalo, I desire, through you, to say that on and after the 1st of March next, this road will receive its regular *pro rata* on passenger fares between Milwaukee and “common points,” on the basis heretofore established :

that is, on all business between Milwaukee and points reached by Detroit & Milwaukee Railroad (on Milwaukee business), the fare to be one dollar more than the Chicago rate on first class; and on northwestern business, the rate to Milwaukee be the same as the Chicago rate; and on second class, the rate to Milwaukee to be the same as to Chicago, in both cases. I would therefore request that the Committee on Rates and Proportions be governed by this in making out their report, so that there will need to be no further action taken, after the first of March, to place us on a proper footing in the order that things will then obtain. Till the first of March, the rates established at New York in October will be in force. By giving these suggestions publicity at the Convention, you will oblige

Yours truly,

A. V. H. CARPENTER,
General Ticket Agent.

OFFICE OF THE AMERICAN EXPRESS CO.,

BUFFALO, December 3, 1863.

E. F. Folger, Esq., President :

DEAR SIR—Please present my compliments to the members of the Railroad Ticket Convention now in session in this city, and say to them it would afford me great pleasure to meet them at Bloomer's Hotel, to lunch, at 9 o'clock this evening.

Very truly yours,

WM. G. FARGO,
Secretary.

On motion, the following resolutions was adopted :

Resolved, That this Convention do hereby tender their thanks to the proprietors of the American House, Buffalo, for their kindness in providing such ample accommodations for our convenience during this meeting.

Resolved, That we also return our hearty and sincere thanks to the American Express Company, for the very elegant entertainment furnished the members of this Association, through the courtesy of their noble-hearted and generous Secretary, Hon. W. G. Fargo, and Wm. Peak, Superintendent, the occasion of which will be long remembered by each and every one of us.

On motion,

Resolved, That all roads be required to report through rates.

On motion, the resolution appointing Louisville as the place of our next meeting, was reconsidered, and St. Louis substituted.

On motion, adjourned.

PROCEEDINGS OF CONVENTION OF NATIONAL GENERAL TICKET AGENTS' ASSOCIATION.

ST. LOUIS, March 9th, 1864.

Convention convened at 11 A.M.

Messrs. Ralston and Powell, Committee on Credentials, reported the following names as delegates:

E. F. FOLGER, General Ticket Agent.....	New York Central R. R.
H. C. MARSHALL, General Ticket Agent.....	Clev., Col. & Cin. "
T. H. GOODMAN, General Ticket Agent.....	Atlantic & Gt. Western Railway
F. CHANDLER, General Ticket Agent	Great Central R. R. Line
V. T. MALOTT, General Ticket Agent.....	Peru & Indiana R. R.
F. R. MYERS, General Ticket Agent.....	Clev. & Pittsburgh "
D. M. BOYD, General Ticket Agent.....	Bellefontaine "
W. P. JOHNSON, General Ticket Agent.....	Ill. Central "
J. B. RALSTON, General Ticket Agent.....	St. Louis, Alton & T. H. "
JOHN U. PARSONS, General Ticket Agent.....	Clev. & Toledo "
E. P. CUTTER, Acting General Ticket Agent.....	C. & N. W. "
J. W. BROWN, General Ticket Agent.....	Central Ohio and P., C. & C. "
E. F. FULLER, General Ticket Agent.....	Ohio & Mississippi "
CHAS. WOOD, Secretary.....	Terre Haute & Richmond "
JAS. CHARLTON, Auditor.....	Great Western (Canada) "
J. W. CARY, General Ticket Agent.....	C. & E. "
E. P. BACON, General Ticket Agent.....	M. & P. du C. "
A. V. H. CARPENTER, General Ticket Agent.....	Chicago & Mil. "
C. P. LELAND, General Ticket Agent.....	M. S. & N. I. "
L. R. KIMBALL, General Ticket Agent.....	Gt. Western (Ill.) "
W. WALLACE, General Ticket Agent.....	Flint & Pere Marquette "

E. W. WALLACE, General Ticket Agent.....	Pacific R. R.
J. H. MUIR, Auditor.....	Detroit & Milwaukee "
W. L. ST. JOHN, General Ticket Agent....	Chicago & Rock Island and M. & M. "
SAMUEL POWELL, General Ticket Agent.....	C., B. & Q. "
GEO. LYMAN, General Ticket Agent.....	L. N. A. & C. "
THOS. FRAZER, General Ticket Agent.....	Mich. Central "
P. W. STRADER, General Ticket Agent.....	L. M. & C. and Xenia & C. H. & D. "
JAMES FERRIER, General Ticket Agent.....	Jeffersonville "
G. R. BLANCHARD, General Ticket Agent.....	O. & M. Railway "
J. M. WEBSTER, General Ticket Agent.....	L., D. & C. R. R. "
H. R. PAYSON, General Ticket Agent.....	Pitts., Ft. W. & C. "
F. W. SPEAR, General Ticket Agent.....	Mil. & St. Paul. "
P. B. GROAT, General Ticket Agent.....	Hannibal & St. Jo. "
THOMAS W. BASSETT, General Ticket Agent.....	Buff. & Lake Huron "
LEWIS L. HOUPP, General Ticket Agent.....	Pennsylvania "
WM. R. BARR, General Ticket Agent.....	Erie Railway "
H. P. BALDWIN, General Ticket Agent.....	Central New Jersey R. R. "
E. M. WHITLOCK, General Ticket Agent.....	L., P. & B. "
L. CARPER, General Ticket Agent.....	Burlington & Missouri "
W. H. L. NOBLE, General Ticket Agent.....	Indianapolis & Cincinnati "
JOHN GIVIN, General Ticket Agent.....	Des Moines Valley "

The proceedings of the Convention at Buffalo were read, and on motion, were approved and adopted.

The following gentlemen were elected officers for the ensuing year :

President—Wm. P. Johnson, General Ticket Agent Illinois Central Railroad.

Vice-President—Jas. B. Ralston, General Ticket Agent St. Louis, Alton & Terre Haute.

On motion, Convention adjourned till 3 P.M.

MARCH 9, 3 P.M.

Convention convened as per adjournment.

Committee on Business reported as follows :

First. Disposal of the question of emigrant rates. An indorsement or rejection of the one cent per mile arrangement made by Messrs. Barr, Houpt and Folger, in accordance with the resolutions of Convention (as given on page 115 of these printed proceedings).

Second. The question of a systematic and vigorous effort to largely reduce the number of points (East and West) to which coupon tickets are issued.

Third. The usual revision of rates.

C. P. LELAND.

JAS. FERRIER.

Section first was postponed till Thursday.

Section second was referred to a Committee of five, viz.: Messrs. Leland, Frazer, Payson, Strader and Blanchard.

The following preamble and resolutions were adopted :

Death has been among us, and taken from our organization one of its oldest members. At the last meeting of the General Ticket Agents' Association, E. DeWitt Robinson met with us, and performed his part in the duties that call us together, and little did we then think that at our next meeting we should be called upon to mourn his demise. But such has been the decree of an All-wise Providence; and in view of this, the General Ticket Agents' Association would express their feelings in the following resolutions :

Resolved, That as friends, associates and colleagues of the late E. DeWitt Robinson, we mourn his loss to our organization, and will ever cherish with affection and esteem the memory that he has left in our hearts. Prepossessing in address; gentle and kind in his feelings and emotions; warm-hearted and faithful to those about him, and especially to his co-workers and associates; benevolent to those in distress; vigilant and energetic in the administration of the duties that devolved upon him as General Ticket Agent, it is not strange that a host of friends should mourn his early death; and while we do not bury with him the recollection of the many pleasant hours and seasons we have enjoyed with him, we do wish to unite our sorrows with those who are allied to him by the ties of blood, and who looked up to him as a husband and a father.

Resolved, That a copy of the foregoing be attested to by the President and Secretary, and sent to the family of the deceased, and be entered upon the records of the Association.

Convention adjourned till 9 A.M. Thursday.

THURSDAY, 9 A.M., March 10.

Convention met pursuant to adjournment.

The subject of emigrant rates was brought up.

The following resolution was offered :

Resolved, That the rates made by Messrs. Barr, Houpt and Folger, as directed by the last Convention, and now in force in Castle Garden and in Europe, be accepted by all roads affected thereby until May 31st, 1864.

Mr. Powell moved to lay it upon the table.

Motion lost.

On motion, the Convention suspended business for thirty minutes, in order to allow the lines west of Chicago and Milwaukee, and the Castle Garden Committee, to consult about emigrant rates, and the following resolution was adopted, as the result of their conference :

Resolved, That the several lines west of Chicago and Milwaukee will accept the one cent per mile emigrant rate, adopted at the last Convention, to the termini of their respective roads, up to the 31st May, 1864; and after that date the rates only as given in their circular of February 1st, 1864.

On motion, the following resolution was unanimously adopted :

Resolved, That none but military and excursion tickets shall be issued for a round trip; and whenever it becomes necessary to issue these, separate tickets, one to go and the other to return upon, shall be used, and none others will be received.

On motion, the following resolution was adopted :

Resolved, That a Committee be appointed to reduce the number of points to which coupon tickets may be issued, and requested to report to this meeting as soon as possible.

The following gentlemen were appointed said Committee: Messrs. Folger, Barr, Houpt, Frazer, Charlton, Leland, Strader, Blanchard, Wood, Johnson, Powell, St. John, Bacon, Spear, Carpenter, Payson and Groat.

Convention adjourned to 3 P.M.

3 P.M.

Convention met pursuant to adjournment.

The Committee on fixing Points of Ticketing, reported in the following resolution :

Resolved, That it is the recommendation of this Committee that the points, as presented, be incorporated into the General Ticket Agents' Tariff of Rates, and that through rates be made to them, with the recommendation, as far as practicable, that through ticketing be confined to the points embraced in the published tariff of rates.

On motion, the Convention went into Committee of the Whole on Rates.

FRIDAY, A.M., March 15.

The Committee on Rates reported.

Report accepted and adopted, to go into effect April 1, 1864.

The following preamble and resolution was adopted :

Whereas, The labor of making rates at our semi-annual Conventions has heretofore fallen upon a very few ; and,

Whereas, It is the duty of every member of the Association to aid in the arrangement of rates over his respective lines ; therefore,

Resolved, That the Secretary be directed to prepare, prior to the next Convention, blank sheets, to be distributed among the members of the Association, on which each one shall enter the rates and apportionment he may require by the lines by which the rate is made.

The following communication was received, and referred to the General Ticket Agents and Freight Agents at St. Louis :

MISSISSIPPI VALLEY SANITARY FAIR,
ST. LOUIS, March 9, 1864.

To the President and Members of the General Ticket Agents' Association :

GENTLEMEN—I beg leave, most respectfully, to call your attention to the Mississippi Valley Sanitary Fair, to be held in this city in May next, and solicit for it your kind aid and influence. Its object being to promote the care and welfare of

the soldiers of the Union, we are confident no other argument will be necessary to enlist you in its behalf.

It is proposed by our citizens to make this a truly National Fair, and contributions in merchandise and other articles will be expected from all sections of the country; and your aid is more especially solicited in granting free transportation for all such shipments over your respective lines. Our steamboats and packet companies (with most commendable unanimity), our local railroad companies, and many of the Eastern and Northern lines, have already notified the Committee of their entire willingness to do this; and, although not strictly in the line of your specific duties, it is hoped that you will assume the responsibility, and thus largely contribute to the success of the enterprise.

Yours respectfully,

FRED'K M. COLBURN,

For the Committee on Transportation, M. V. S. F.

The following resolutions were adopted :

Resolved, That the list of rates, after insertion of amendments offered by Mr. Hought, and the increase of ten cents in transfer at Louisville, as per dispatch just received, be adopted.

Resolved, That the thanks of this Convention be and are hereby tendered to the proprietors of the Lindell Hotel, for their kindness in placing such ample accommodations at our disposal, and for the general attentions we have received during this meeting at their house.

On motion, it was

Resolved, That the next meeting of this Association be held in New York.

On motion, the salary of the Secretary was increased to two hundred and fifty dollars per annum, to be collected as heretofore, as charges on the packages sent by express.

WM. P. JOHNSON,

President.

H. C. MARSHALL,

Secretary.

PROCEEDINGS OF CONVENTION OF NATIONAL GENERAL TICKET AGENTS' ASSOCIATION.

CLEVELAND, Sept. 13th, 1864.

Pursuant to the call of the General Ticket Agents, assembled at Chicago, August 23d, 1864, the Convention convened at its rooms in the Railroad Block, Cleveland, September 13th, 1864, at 3 P.M.

Convention called to order by the President.

Messrs. Powell and Leland were appointed Committee on Reception of Delegates.

The following-named delegates were reported in attendance :

SAM'L POWELL, General Ticket Agent.....	Chicago, Burlington & Quincy R. R.
C. P. LELAND, General Ticket Agent.....	Mich. S. & N. Ind. "
A. V. H. CARPENTER, General Ticket Agent.....	Chicago & Milwaukee "
W. P. JOHNSON, General Passenger Agent.....	Illinois Central "
J. B. RALSTON, Auditor.....	St. L., A. & T. H. "
L. H. WALKLEY, General Ticket Agent	Cincinnati & Chicago Air Line "
L. M. COLE, General Ticket Agent.....	Baltimore & Ohio "
T. H. GOODMAN, General Ticket Agent.....	Atlantic & Gt. Western "
ED. S. YOUNG, General Passenger Agent.....	Northern Central "
F. B. LORD, General Ticket Agent.....	Indianapolis & Cincinnati "
H. C. MARSHALL, General Ticket Agent.....	Clev., Columbus & Cin. "
CHAS. E. FOLLETT, General Ticket Agent.....	Ohio & Mississippi "
J. M. WEBSTER, General Ticket Agent.....	Sandusky, Dayton & Cincinnati "
D. M. BOYD, JR., General Ticket Agent	Bellefontaine "

F. R. MYERS, General Ticket Agent.....	P., Ft. W. & Chi. and Clev. & Pitts. R. R.
H. P. BALDWIN, General Ticket Agent.....	Allentown Line "
JOHN U. PARSONS, General Passenger Agent	Toledo & Wabash "
P. W. STRADER, General Ticket Agent	L. M. and C. & X. and C., H. & D. "
W. D. RICHARDSON, General Ticket Agent...	Great Western, Quincy & Toledo, and Ill. & So. Iowa Railroads.
H. W. GWINNER, General Ticket Agent.....	Pennsylvania "
F. W. SPEAR, General Ticket Agent.....	Milwaukee & St. Paul "
J. G. WILLIAMSON, General Ticket Agent.....	Lou., N. A. & Chi. "
C. N. PRATT, General Ticket Agent.....	Chicago & Alton "
A. H. RANSOM, General Agent.....	Kentucky Central "
ISAAC H. STURGON, Superintendent.....	Northern Missouri "
F. CHANDLER, General Ticket Agent.....	Columbus & Ind. Central Railway
JAMES CHARLTON, General Agent.....	Great Western Railway of Canada
E. P. BACON, General Ticket Agent.....	Mil. & P. du Chien R. R.
H. T. FRARY, General Ticket Agent.....	Rome, Watertown & Ogdensburg "
J. A. BURCH, General Ticket Agent.....	Buffalo & State Line "
CHAS. WOOD, Secretary	Terre Haute & Richmond "
JOHN A. NAFEW.....	Jeffersonville "
E. F. FOLGER, General Passenger Agent.....	New York Central "
WM. R. BARR, General Passenger Agent.....	Erie Railway
GEO. M. WHEELER, General Ticket Agent.....	Chicago & North-Western R. R.
P. B. GROAT, General Ticket Agent.....	Hannibal & St. Joseph "
J. W. BROWN, General Ticket Agent.....	Central Ohio "
R. C. TATE, General Ticket Agent.....	Racine & Miss. "
J. W. CARY, General Ticket Agent.....	Clev., Painesville & Ashtabula "

On motion, it was resolved that the reading of the minutes of the last Convention be omitted.

The following gentlemen were appointed by the President a Committee to prepare business for this meeting: Messrs. Strader, Myers, Cole, Follett and Ralston.

On motion, the following resolution was unanimously adopted:

Resolved, That by unanimous consent of the members present, this special meeting be substituted for the regular semi-annual meeting appointed for the second Wednesday of October next; and that all acts and resolutions passed at this Convention, be considered the same, and binding, as if acted upon at said regular meeting.

On motion, the following amendment to the By-Laws was unanimously adopted:

First. The regular semi-annual Conventions of this Association shall be held on the second Wednesdays of March and October, respectively: *Provided*, always, that special meetings shall be called by the President on the application of eight members of this Association, at such time and place as may be named in such application; and such special meeting shall have all the effect and bearing of regular meetings: *And provided, further*, that either of the regular semi-annual meetings may be dispensed with on vote of the Association.

On motion, the following resolutions were adopted:

Resolved, That military tickets sold for cash be reported monthly, while military tickets issued on requisitions be reported only after collection is made; and that the present system adopted by some companies, of reporting such tickets, and stating on the reports "payable when collected," be abolished.

Resolved, That all military tickets issued for cash, state such fact in some plain way on each coupon.

The following communication was received:

ATLANTIC & GREAT WESTERN RAILWAY,
OFFICE GENERAL TICKET AGENT,
CLEVELAND, Ohio, Sept. 13, 1864.

Mr. William P. Johnson, President National General Ticket Agents' Association, Cleveland, Ohio:

DEAR SIR—I take great pleasure in extending the courtesies of the Atlantic & Great Western Railway Company, through you as presiding officer, to the members of the National General Ticket Agents' Association, now in Convention in this city, and herewith present the compliments of the officers of the railway for Wednesday, September 14th, at the McHenry House, Meadville, Pa.

Very respectfully,

H. F. SWEETSER,
General Superintendent.

Per T. H. GOODMAN.

On motion, the following resolution was adopted:

Resolved, That while we heartily thank the officers of the Atlantic & Great Western Railway for the very kind invitation extended to us, we feel impelled by our business duties to decline it.

WEDNESDAY, 10 A.M.

Convention came to order.

The Committee on Business reported as follows :

The Business Committee respectfully recommend the following subjects for the action of this Convention :

First. Half-fare tickets shall be issued only to children between the ages of five and twelve years of age, or in extreme charitable cases.

Second. So long as the largely increased expenses of operating railroads continue, the issuing of half-fare tickets to all conventions be discontinued.

Third. Opera, theatrical and minstrel troupes shall pay full fare, except that their contracting agent, and the baggage of the troupe (if carried on regular trains), may be taken free.*

On motion, the report of the Committee on Business was adopted as reported.

On motion, the Convention went into Committee of the Whole on Passenger Rates.

On motion of A. V. H. Carpenter, the following resolution was adopted :

Resolved, That but one set of winter rates be made between Eastern and Northwestern points, including Milwaukee, and that such rates be made by Chicago.

On motion of E. P. Bacon,

Resolved, That the above resolution is not to be considered as preventing lines ticketing *via* D. & M. R. R. from ticketing at such rates as may be furnished by that company.

On motion of E. P. Bacon, the following resolution was adopted :

Resolved, That the tickets of any line giving less rates to common points than those agreed upon by a majority of the lines in interest, shall be discontinued from sale until uniform rates are fixed.

FRIDAY A.M.

Convention met, and heard report of Committee of the Whole on Rates.

*NOTE.—It is understood that the foregoing resolutions are not to be construed as applying to the local business of any road, except that two or more lines, competitors with some one road, may adopt equal rates between common points.

The report was adopted, to go into effect October 1, 1864.

The following gentlemen were appointed the Business Committee for the next meeting: Wm. R. Barr, E. F. Folger, P. W. Strader, C. E. Follett, H. W. Gwinner.

Resolved, That the regular spring meeting be held in New York.

WM. P. JOHNSON,
President.

H. C. MARSHALL,
Secretary.

B Y - L A W S .

First. The regular semi-annual Conventions of this Association shall be held on the second Wednesday of March and October, respectively: *Provided, always,* that special meetings shall be called by the President, on the application of eight members of this Association, at such time and place as may be named in such application; and such special meetings shall have all the effect and bearing of regular meetings: *And provided further,* that either of the regular semi-annual meetings may be dispensed with on vote of the Association.

Second. The Convention shall be promptly called to order at the time appointed, if a quorum be present.

Third. All reports of Committees, or resolutions, shall be made in writing.

Fourth. It shall be the duty of any Committee to whom business may be referred, to consider the same immediately, and report without loss of time.

Fifth. Standing Committees appointed at a previous meeting, shall report on the first day of the Convention.

Sixth. The Business Committee shall be appointed at the close of each meeting, to prepare business for the next Convention.

Seventh. No proposition, invitation, or resolution, that does not pertain to the legitimate business of the Convention, shall be received and acted upon until all other business is disposed of.

Eighth. It shall be the duty of the Secretary to publish annually a complete list of the railroad companies comprised in this organization, with their General Ticket Agents and Accounting Officers, and their address.

Ninth. Whenever changes are made in the ticket or accounting departments of any road, it shall be the duty of such road to give immediate notice to the Secretary of such change.

Tenth. All sessions of Committees shall be held in private, and no person admitted unless by vote of the Committee. Members having any business to propose for the action of any future Convention, shall transmit their propositions in writing to the Chairman of the Business Committee, which Committee will report it to the Convention.

Eleventh. Any member appointed on a Committee shall serve, unless excused by the Convention.

Twelfth. Every member of the Convention shall be governed by its action, unless his dissent be publicly made known, and reasons given, prior to the passage of the resolution.

The report was adopted, to go into effect October 1, 1864.

The following gentlemen were appointed the Business Committee for the next meeting: Wm. R. Barr, E. F. Folger, P. W. Strader, C. E. Follett, H. W. Gwinner.

Resolved, That the regular spring meeting be held in New York.

WM. P. JOHNSON,
President.

H. C. MARSHALL,
Secretary.

BY-LAWS.

First. The regular semi-annual Conventions of this Association shall be held on the second Wednesday of March and October, respectively: *Provided, always,* that special meetings shall be called by the President, on the application of eight members of this Association, at such time and place as may be named in such application; and such special meetings shall have all the effect and bearing of regular meetings: *And provided further,* that either of the regular semi-annual meetings may be dispensed with on vote of the Association.

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Eleventh. Any member appointed on a Committee shall serve, unless excused by the Convention.

Twelfth. Every member of the Convention shall be governed by its action, unless his dissent be publicly made known, and reasons given, prior to the passage of the resolution.

Thirteenth. Smoking and loud talking during the sessions of the Convention shall be strictly prohibited.

Fourteenth. Order of business:

- 1st. Reception of Delegates.
- 2d. Reading of the Minutes.
- 3d. Reports of Committees.
- 4th. Unfinished Business.
- 5th. Election of Officers.
- 6th. Appointment of Standing Committees.
- 7th. New Business.
- 8th. Miscellaneous.

Fifteenth. These By-Laws may be altered or amended at any annual or semi-annual meeting of the Association, by a vote of two-thirds of the members present.

PROCEEDINGS OF CONVENTION

OF

NATIONAL GENERAL TICKET AGENTS'

ASSOCIATION.

NEW YORK, March 8, 1865.

Meeting came to order at 12 o'clock M., at St. Nicholas Hotel, the President, W. P. Johnson, in the chair.

Messrs. Leland and Carpenter were appointed a Committee on Credentials, who reported the following-named gentlemen as entitled to seats in the Association :

WM. P. JOHNSON, General Passenger Agent.....	Ill. Central R. R.
WM. R. BARR, General Passenger Agent.....	Erie Railway
E. F. FOLGER, General Passenger Agent.....	New York Central R. R.
C. P. LELAND, General Passenger Agent.....	Mich. South. & North. Ind. "
B. F. PATRICK, General Passenger Agent.....	Chicago & North-Western "
J. U. PARSONS, General Passenger Agent.....	Toledo & Wabash "
C. E. FOLLETT, General Ticket Agent.....	Ohio & Mississippi "
S. F. PIERSON, General Ticket Agent	Clev., Col. & Cin. "
P. W. STRADEE, General Ticket Agent.....	L. M., C. & X. "
H. W. GWINNER, General Ticket Agent.....	Pennsylvania "
E. CLARK LUCE, General Ticket Agent.....	Cleveland & Toledo "
J. W. CARY, General Ticket Agent.....	Cleveland & Erie "
F. R. MYERS, General Ticket Agent.....	Pittsburgh, Ft. Wayne & Chicago "
H. P. BALDWIN, General Ticket Agent.....	Allentown Line "
A. NEUMAN, General Ticket Agent.....	Chicago & Alton "
SAM'L POWELL, General Ticket Agent.....	Chicago, Burlington & Quincy "
A. V. H. CARPENTER, General Ticket Agent.....	Chicago & Milwaukee "
P. B. GHOAT, General Ticket Agent.....	Hannibal & St. Joseph "
H. H. WHEELER, General Ticket Agent	North Missouri "

Report of Business Committee read and accepted, and Committee discharged.

On motion, the report of the Business Committee was taken up by sections, and disposed of as follows :

Section 1, by the following resolution offered by F. R. Myers :

Resolved, That the subject of stamping a "condition" on baggage checks, for the protection of railroad companies, be referred to a Committee of three members of this Convention, who will prepare a circular and address each President and Superintendent and Attorney, to decide if such condition will be binding in their respective States ; and if so, will they adopt it?—said Committee to report at the next Convention.

Section 2, by the following resolution offered by E. F. Folger :

Resolved, That a Committee of three be appointed to present the matter referred to in Article 2 of Report of Business Committee, to the next meeting of General Superintendents, and ask them to adopt the suggestion.

Section 3, by the following resolution offered by Samuel Powell :

Resolved, That the General Ticket Agents' Association recommend to the several General Superintendents that a meeting of the General Baggage Agents of the different roads is highly expedient ; and that if a meeting is called by one or more General Baggage Agents, that a delegate be sent to said meeting, under such instructions as may be contained in the circular calling such meeting.

Section 4, by the following resolution offered by E. F. Folger :

Resolved, That a Committee of Messrs. Gwinner, Cole and Payson be appointed to go to Washington, and confer with the proper authorities as to the military transportation orders, issued under date of January 10, 1865, and, if possible, secure such modification as will be acceptable ; said Committee to report immediately the result of their mission by circular.

Section 5. The recommendation of the Committee was adopted without alteration.

Section 6, by the following resolution offered by W. R. Barr :

Resolved, That we regard one first class ticket for the transportation of a corpse between common points as sufficient ; but that each road shall be permitted to establish such rates, locally, as may be deemed proper.

Sections 7 and 8 referred to Committee of the Whole on Rates.

On motion, meeting adjourned to Thursday morning, 11th inst., at 10 o'clock.

THURSDAY, March 11, 10 A.M.

Meeting convened pursuant to adjournment.

On motion of C. P. Leland, it was

Resolved, That Charles E. Follett be added to the Committee on Military Business, as contemplated by Section 4 of Business Committee report.

On motion, the meeting resolved itself into Committee of the Whole on Revision of Passenger Rates, pending which, the meeting was adjourned until Friday, 10 A.M.

FRIDAY, March 12, 10 A.M.

Committee on Rates continued in session until 5 P.M., when the Committee rose, and the meeting was called to order by the President, J. B. Ralston.

Schedule of rates presented and adopted, to take effect April 1, 1865.

On motion, it was

Resolved, That the fall meeting of 1865 be held at Chicago.

On motion, Messrs. Barr and Folger were added to the Military Committee.

The Chair appointed Messrs. Leland, Gwinner and Chandler Committee on Preparation of Circular as to Baggage Checks.

Also, Messrs. Folger, Barr and Gwinner, Committee to present

THURSDAY, Oct. 12th, 9 A.M.

Committee on Rates continued in session until 4 P.M., when the Committee rose, and schedule of rates was presented and adopted, to take effect November 1st, 1865.

On motion, it was

Resolved, That the sale of cash soldiers' tickets be discontinued entirely, on and after January 1st, 1866, and that the War Department be requested to instruct their Quartermasters to draw a separate requisition for each road, in all cases, and thus do away with the issue of all military tickets.

Bearing on the above motion, the following letter was read to the Convention :

QUARTERMASTER GENERAL'S OFFICE,
WASHINGTON, Dec. 13th, 1864.

F. R. Myers, Esq., Pittsburgh, Penn. :

SIR—Your favor of the 8th inst. is received. In reply to your question I answer :

1. Commissioned officers, traveling under orders, are either furnished with transportation by the government, or paid mileage, at the rate of six cents per mile.

2. Commissioned officers, traveling under orders, without transportation, are not entitled to tickets at military rates, unless the different railroad companies choose to furnish them.

3. Any other commissioned officers, or any other person not traveling on government business, are not entitled to tickets at military rates, unless railroad companies choose to furnish them.

5. This question is substantially answered by my answers to the previous ones. Railroad Companies are not bound to furnish transportation at military rates to any parties, the same to be paid by them in money, but are only bound to furnish transportation at military rates on passes or orders from Quartermasters, which are to be taken up and settled for by the government.

While answering these questions, I would add that it has been a general rule, from motives of patriotism on the part of railroad companies, to grant transportation, at military rates, to private soldiers going or returning on furlough, or returning to their homes, being discharged from service. Some railroads have extended this rule to officers and other men ; but when so done, it is entirely voluntary, and not obligatory on the railroads.

Very respectfully,

(Signed)

LEWIS B. PARSONS,

Col. in charge of 4th Div.

By order of the Quartermaster General.

A communication from Isador Bush was presented and read, asking the several roads in the country to grant half fare to immigrants to the State of Missouri, under the auspices of the State Board, which was disposed of by the adoption of the following resolution, offered by Mr. Fuller :

Resolved, That the railroad companies of the country decline any proposition from any agent for State immigration, and that no deviation be made from established rates.

The following resolution of thanks was offered by Mr. Fuller, and unanimously adopted :

Resolved, That the thanks of the members of the National General Ticket Agents' Association be tendered to Brigadier General L. B. Parsons, Chief of the Government Railroad and River Transportation, for the interest he has manifested to secure a fair and uniform system of military transportation, thereby relieving railroad companies from the serious difficulties which had before existed.

The following resolution was laid on the table :

Resolved, That all persons presenting military tickets shall be required to exhibit to the conductor the papers entitling such persons to transportation at military rates, and in default, shall be required to pay the difference between military and regular rates.

The following resolution, offered by Mr. Leland, was adopted :

Resolved, That we acknowledge the receipt of an invitation to visit the Board of Trade of Chicago, and regret that the business which called us together has taken up so much of our time as to compel us to forego the pleasure.

The Committee on Commissions reported as follows :

The Committee appointed to examine into the present system of paying commissions, and to report upon the expediency of its further continuance, would most respectfully recommend its reference, by this Association, to the next meeting of Railroad Managers, as a matter for their consideration; and that the Secretary furnish copies of this report to the Presidents and Superintendents of the several railroads.

ED. VERNON.
P. W. STRADER.
WM. L. DOYLE,
D. M. BOYD, JR.
THOS. FRAZER.

On motion, the matter was referred to the Superintendents and Managers of the several railroads; and it is hoped that some action will be taken to at least curtail, if not entirely do away with, the great and growing evil.

The following resolution was offered by Mr. Burch, and adopted :

Resolved, That the sale of emigrant tickets be suspended, on and after November 1st, until the opening of navigation in 1866, except from seaport towns.

On motion, it was resolved to hold the spring meeting of 1866 in New York.

The following resolution was offered by W. P. Johnson, and carried :

Resolved, That in reporting ticket sales to connecting lines, the through rates at which such tickets are sold should always be given in reports.

On motion of Mr. Fuller, it was

Resolved, That the thanks of the Association be tendered to Messrs. Gage & Drake, proprietors of the Tremont House, for courtesies received during this meeting.

Messrs. H. W. Gwinner, Wm. L. Doyle, H. P. Baldwin, C. H. Kendrick and E. F. Fuller were then appointed a Committee to Prepare Business for the next meeting.

Resolved, That we are pleased to meet again a number of the Southern members of the Association. We extend to them the hand of fellowship, and at our next meeting we hope to see present a representative from the ticket department of each and every railway in our common country.*

On motion, meeting adjourned.

SAM'L POWELL,
Secretary.

WM. R. BARR,
Vice-President.

[Each member of the Association receiving these proceedings will confer a favor upon the Secretary by bringing to the notice of his President and Superintendent the action of the meeting on the subject of commissions, as recorded on page 143.]

*NOTE.—This resolution was adopted in Committee, after the adjournment of the Association, but it is believed to be the sense of the Association, and therefore a request was made to the Secretary to give it place in the proceedings.

PROCEEDINGS OF CONVENTION

OF

NATIONAL GENERAL TICKET AGENTS'

ASSOCIATION.

NEW YORK, March 14th, 1866.

Meeting called to order at 11 A.M., at St. Nicholas Hotel, by the Vice-President, Wm. R. Barr, in the Chair.

Messrs. P. W. Strader, D. M. Boyd, Jr., and L. M. Cole were appointed a Committee on Credentials, who reported the following-named gentlemen in attendance as entitled to seats in the Association :

WM. R. BARR, General Passenger Agent.....	Erie Railway
T. D. BARTON, General Passenger Agent.....	Bellefontaine R. R.
J. F. BOYD, General Passenger Agent.....	Louisville & Nashville "
C. P. LELAND, General Passenger Agent.....	Mich. S. & N. Ind. "
W. L. DOYLE, General Passenger Agent.....	New York Central "
ALFRED WHITE, General Passenger Agent.....	Day Line Steamers Hudson River
A. V. H. CARPENTER, General Passenger Agent.....	Milwaukee & St. Paul R. R.
B. F. PATRICK, General Passenger Agent.....	Chicago & North-Western "
ED. S. YOUNG, General Passenger Agent.....	Northern Central "
H. P. BALDWIN, General Passenger Agent	Allentown Line "
F. R. MYERS, General Passenger Agent	P., Ft. W. & Chi. "
W. P. JOHNSON, General Passenger Agent.....	Illinois Central "
CHAS. H. VAILE, General Passenger Agent.....	Shore Line "
D. S. GOODLOE, General Ticket Agent.....	N. O., Jackson & Gt. Northern "
H. H. WHEELER, General Ticket Agent.....	North Missouri "
E. C. LUCE, General Ticket Agent.....	Cleveland & Toledo "
CHAS. E. FOLLETT, General Ticket Agent.....	Ohio & Mississippi "

H. W. GWINNER, General Ticket Agent.....	Pennsylvania R. R.
S. F. SCULL, General Ticket Agent.....	Steubenville Line "
H. T. FRARY, General Ticket Agent.....	Rome, Watertown & Ogdensburg "
P. W. STRADER, General Ticket Agent.....	Little Miami "
E. B. BYINGTON, General Ticket Agent.....	Memphis & St. Louis Packet Co.
T. H. GOODMAN, General Ticket Agent.....	Atlantic & Miss. Steamship Co.
HIRAM TRACY, General Ticket Agent.....	Champlain Transit Co.
L. A. MCCLURE, General Ticket Agent.....	Troy & Boston R. R.
JOHN C. HEWITT, General Ticket Agent.....	Peoples' Line Steamers
JAMES FERRIER, General Ticket Agent.....	Jeffersonville "
EDWARD VERNON, General Ticket Agent.....	St. Louis, Alton & T. H. "
J. W. SKILES, General Ticket Agent.....	Columbus & Indianapolis "
E. F. FULLER, General Ticket Agent.....	Atlantic & Gt. Western "
A. NEWMAN, General Ticket Agent.....	Chicago & Alton "
JACOB W. BROWN, General Ticket Agent.....	Nashville & C. & N. & N. W. "
SAMUEL POWELL, General Ticket Agent.....	Chicago, Burlington & Quincy "
ROBERT A. GILMORE, General Ticket Agent.....	Chicago & Rock Island "
D. M. BOYD, JR., Assistant General Ticket Agent.....	Philadelphia & Erie "
CHAS. F. LOW, General Ticket Agent.....	Marietta & Cincinnati "
F. B. LORD, General Ticket Agent.....	Indianapolis & Cincinnati "
J. A. BURCH, General Ticket Agent.....	Buffalo & Erie and E. & P. "
L. M. COLE, General Ticket Agent.....	Baltimore & Ohio "
S. F. PIERSON, General Ticket Agent.....	Clev., Columbus & Cin. "
J. W. CARY, General Ticket Agent.....	Cleveland & Erie "
CHAS. WOOD, General Ticket Agent.....	Terre Haute & Indianapolis "
F. CHANDLER, General Ticket Agent.....	Chicago & Gt. Eastern "
THOS. FRAZER, General Ticket Agent.....	Mich. Central "
J. G. MAXX, General Ticket Agent.....	Mobile & Ohio "
G. A. DADMUN, General Ticket Agent.....	Phil., Wil. & Baltimore "
W. J. VAN AERDALE, General Ticket Agent.....	New York, Harlem & Albany "
C. H. KENDRICK, General Ticket Agent.....	Hudson River "
J. W. BROWN, General Ticket Agent.....	Central Ohio "
J. E. MARTIN, General Ticket Agent.....	Evansville & Crawfordsville "
J. U. PARSONS, General Ticket Agent.....	Toledo, Wabash & Western "
P. B. GROAT, General Ticket Agent.....	Hannibal & St. Joseph "
SAM'L RUTH, Superintendent.....	Richmond, F. & Pontiac "
JAMES CHARLTON, General Agent.....	Great Western Railway of Canada
E. P. BRACH, General Agent.....	Grand Trunk "
GEO. F. FIELD, Eastern Agent.....	Milwaukee & Prairie du Chien "
W. B. PHELPS, Chief Clerk.....	Ontario Steamboat Co.
C. N. PRATT, General Traveling Agent.....	Missouri Pacific "

Minutes of last meeting read and approved.

The Business Committee appointed at previous meeting made the following report :

In pursuance of the notice given by the Secretary of the Association, the Business Committee met at the St. Nicholas Hotel on Monday, March 12, at 11 A.M., all the members in attendance. The only matters offered for consideration are given in the following resolutions:

1st. *Resolved*, That the several railroad companies of the country give notice to the public that an extra charge will be made on all baggage exceeding one hundred dollars in value; that said charge shall not be less than twenty-five cents per hundred dollars in value, and *that* valuation shall be the owners' declared estimate; all such transactions to be properly recorded by the Baggage Master, and the whole rate to be divided *pro rata* per rate with the roads interested in the ticket, it being understood that this insurance rate will be in addition to the rates usually charged on extra baggage, which are generally calculated at ten per cent. of the through first class rate.

2d. *Resolved*, That the first section of the By-Laws be amended by striking out the word second, in the second line, and inserting first, so that it will read: "The regular semi-annual Conventions of this Association shall be held on the first Wednesdays of March and October, respectively: *Provided, always,*" etc.

Respectfully submitted,

HENRY W. GWINNER,
WM. L. DOYLE,
H. P. BALDWIN,
C. H. KENDRICK,
E. F. FULLER.

On motion, the report was accepted, and Committee discharged.

The election of officers being next in order, the Chair appointed Messrs. Strader, Doyle and Myers tellers to receive the ballots.

The votes for President having been cast, and Wm. R. Barr, General Passenger Agent of the Erie Railway, having received an unanimous vote, he was declared elected President for the ensuing year.

For Vice President, C. P. Leland, General Passenger Agent of the Michigan Southern & Northern Indiana Railroad, having received a majority of the votes cast, was declared elected Vice-President for the ensuing year.

On motion, the report of the Business Committee was taken up, and after some discussion, the first resolution was laid on the table.

The second resolution was adopted unanimously.

On motion, it was resolved to go into Committee of the Whole on Passenger rates, the meeting to stand adjourned until such time as the rates are ready to be reported.

FRIDAY, 10 A.M.

The Committee on Rates having performed their duty, the Association was called together, pursuant to adjournment.

Schedule of rates was presented and adopted, to take effect April 1st, 1866.

The following resolution, offered by Mr. Myers, was adopted:

Resolved, That the Chair appoint a Committee of one member of this Association from each State, whose duty it shall be to ascertain if their State laws contain any provision which will prevent railroad companies from declining to carry any baggage free, except on condition that the railroad companies be exempt from any and all liability for loss or damage to such baggage; also, if any railroad charters contain provisions that would annul any such provision.

That the said Committee ascertain what bearing the general railroad law of the United States, relative to common carriers, would have on this subject.

That if railroad companies can legally exempt themselves from liability for baggage transported free, this Committee report at the next meeting of this Association some plan for the insurance of baggage.

The Chair appointed as such Committee:

F. R. Myers, Chairman.
 New Jersey—H. P. Baldwin.
 Pennsylvania—H. W. Gwinner.
 Maryland—L. M. Cole.
 Ohio—P. W. Strader.
 Delaware—Geo. A. Dadmun.
 New York—W. L. Doyle.
 Michigan—C. P. Leland.
 Indiana—Chas. Wood.

Illinois—R. A. Gilmore.

Wisconsin—A. V. H. Carpenter.

Kentucky—John F. Boyd.

Missouri—Chas. E. Follett.

Tennessee—Jacob W. Brown.

Alabama—J. G. Mann.

Louisiana—D. S. Goodloe.

On motion of Mr. Vernon, the following preamble and resolution was adopted, and Committee appointed as designated :

Whereas, There exists a conflict of opinion between members of this Association with reference to the division of rates; and,

Whereas, It is expedient for the harmonious conduct of business operations between the different railroad companies of this country that certain definite rules should be established regulating the action of members of this Association in the aforesaid division of rates; be it therefore

Resolved, That a Committee be appointed to determine upon the rules necessary for the equitable division of rates; that said Committee shall report to the next regular meeting of this Association; and that any and all of such rules, if approved and ratified by this Convention, shall be considered binding upon all the members of this Association.

Said Committee to consist of F. R. Myers, P. W. Strader, C. E. Follett, W. P. Johnson, D. M. Boyd, Jr.

For the information of members of the Association, it was thought proper to publish in the proceedings the three following circulars, issued by the United States War Department :

QUARTERMASTER GENERAL'S OFFICE,

WASHINGTON CITY, January 11, 1866.

[*General Orders*, No. 5.]

General Orders, No. 17, issued from this office March 16, 1865, is modified and explained by the following changes and additions, which will govern Quartermasters in the issue and settlement of claims for transportation, from and after this date. Section 5 is changed to read as follows :

When one or more persons are to be transported over a continuous route, the Quartermaster will issue separate orders, distinctly addressed on the face thereof

to each railroad, steamboat or stage company forming any portion of the line by which the transportation is to be furnished. Each order for transportation should, in addition, set forth the entire route to be traveled, so that settlements by the shortest practicable railroad route to destination may be easily effected.

Orders for the transportation of *more than one person* should not be surrendered at the point of starting in exchange for tickets, but are to be receipted by the party named in the order, and given upon the cars, the officer or person in charge being careful to fill the receipt for only the number actually transported.

Section 16 is changed to read as follows:

When a requisition calls for transportation to any given point and return, the order should be issued to the place of destination, and the return transportation should be obtained at that point, provided it can there be procured; otherwise, the Quartermaster will issue two sets of orders, one set for use to the place of destination, the other for the return transportation.

It should be clearly understood by Quartermasters that distances are to be computed by the shortest practicable railroad route, and payment for the service made accordingly. To entitle the carrier to payment by a longer route, the order must clearly state by what authority such route was selected, and the necessity therefor; and all transportation by other than the shortest route, not so explained, will be reduced *pro rata* upon each road, to conform to the shortest practicable distance.

By the action of the Convention of the National General Ticket Agents' Association, held at Chicago, Ill., October 11, 1865, the sale of tickets at military rates, by railway companies, to persons in the service of the United States, whether traveling under orders, on furlough, or otherwise, not provided with Government transportation orders, ceased on the 31st of December, 1865.

The sale of tickets at the reduced rates to officers and soldiers not traveling on transportation orders, was a liberal arrangement on the part of the railway companies, not required by any agreement with the United States, and they have now decided to discontinue such sales.

As the number of posts at which Quartermasters are stationed have been greatly reduced, care should be taken in issuing transportation to soldiers on furlough, under General Orders No. 38, A. G. O., 1864, that they be provided with orders for transportation to destination; and also, if necessary, for return transportation.

M. C. MEIGS,

Brevet Maj. Gen. U. S. A., Quartermaster General.

WAR DEPARTMENT,

ADJUTANT GENERAL'S OFFICE,

[Circular No. 4.]

WASHINGTON, February 8, 1866.

The object of the transportation checks issued by the Quartermaster General to Superintendents of Recruiting Service, for the transportation of recruits, being to secure for the recruit's transportation at soldiers' rates, the following rules will be observed:

First. The recruiting officer wishing to secure transportation to the depot for a detachment of recruits, will exhibit the transportation checks, properly filled out, to the railroad or other transportation company, as proof that he is authorized to claim the transportation for his men at soldiers' rates. He will pay for the transportation as formerly, receiving in return from the company the usual tickets. The transportation check he will forward with the detachment to the Superintendent at the depot, properly indorsed that the transportation has been furnished and paid for. He will be particular to see that the checks are not turned over to the transportation companies. At the expiration of each month he will forward to the Superintendent a statement, certified to, showing the number of checks received, used, remaining on hand, etc.

Second. Superintendents of Recruiting Service will require recruiting officers to receipt in duplicate to them for the checks with which they are supplied. At the end of each month the Superintendents will forward to the Quartermaster General a certified statement showing the number of checks they have received, the number turned over to officers, with copies of officers' receipts for same, and the number forwarded to them by recruiting officers upon which transportation has been furnished. These latter will be forwarded to the Quartermaster General with the statement.

E. D. TOWNSEND,

Assistant Adjutant General.

Official:

SAM. BRECK,

Assistant Adjutant General.

WAR DEPARTMENT,

ADJUTANT GENERAL'S OFFICE,

[Circular No. 9.]

WASHINGTON, March 2, 1866.

Circular No. 4, of February 8, 1866, from this office, is hereby amended as follows:

The recruiting officer, wishing to obtain transportation to the depot for a detachment of recruits, will deliver to the transportation company the transportation check, properly filled out, on which the necessary transportation will be furnished.

When one or more persons are to be transported over a continuous route, the recruiting officer will issue separate checks, distinctly addressed on the face thereof, to each transportation company forming any portion of the line by which transportation is to be furnished.

Each check for transportation should also set forth the entire route to be traveled.

Transportation companies are requested to forward these checks, with an account, at the end of every month, to the proper Superintendents of Recruiting Service, by whom they will at once be paid.

The checks thus paid will be retained by the Superintendents as sub-vouchers to the accounts of the railroad companies paid by them.

At the end of each month the Superintendents will forward to the Quartermaster General certified statements, showing the number of checks they have received, the number issued to officers, with copies of officers' receipts for the same; the number used by them, the number canceled by error, and the number remaining on hand.

Timely requisition will be made for further supplies of the checks required.

By order of the Secretary of War :

E. D. TOWNSEND,
Assistant Adjutant General.

Official :
SAM. BRECK,
Assistant Adjutant General.

On motion of P. W. Strader, it was resolved to hold the fall meeting of 1866 at White Sulphur Springs, Ohio.

On motion of E. F. Fuller, it was

Resolved, That the thanks of the Association are hereby tendered to Messrs. Spotts & Hawk, proprietors of the St. Nicholas Hotel, for courtesies received during the present meeting.

The Chair appointed Messrs. P. W. Strader, John W. Brown, T. D. Barton, S. F. Pierson and J. W. Skiles as Business Committee for next meeting.

On motion, meeting adjourned.

WM. R. BARR,
President.

SAM'L POWELL,
Secretary.

BY - L A W S .

First. The regular semi-annual Conventions of this Association shall be held on the first Wednesday of March and October, respectively: *Provided, always,* that special meetings shall be called by the President, on the application of eight members of this Association, at such time and place as may be named in such application; and such special meetings shall have all the effect and bearing of regular meetings: *And provided further,* that either of the regular semi-annual meetings may be dispensed with on vote of the Association.

Second. The Convention shall be promptly called to order at the time appointed, if a quorum be present.

Third. All reports of Committees on resolutions shall be made in writing.

Fourth. It shall be the duty of any Committee to whom business may be referred, to consider the same immediately, and report without loss of time.

Fifth. Standing Committees appointed at a previous meeting, shall report on the first day of the Convention.

Sixth. The Business Committee shall be appointed at the close of each meeting, to prepare business for the next Convention.

Seventh. No proposition, invitation, or resolution, that does not pertain to the legitimate business of the Convention, shall be received and acted upon until all other business is disposed of.

Eighth. It shall be the duty of the Secretary to publish annually a complete list of the railroad companies comprised in this organization, with their General Ticket Agents and Accounting Officers, and their address.

Ninth. Whenever changes are made in the ticket or accounting departments of any road, it shall be the duty of such road to give immediate notice to the Secretary of such change.

Tenth. All sessions of Committees shall be held in private, and no person admitted unless by vote of the Committee. Members having any business to propose for the action of any future Convention, shall transmit their propositions in writing to the Chairman of the Business Committee, which Committee will report it to the Convention.

Eleventh. Any member appointed on a Committee shall serve, unless excused by the Convention.

Twelfth. Every member of the Convention shall be governed by its action, unless his dissent be publicly made known, and reasons given, prior to the passage of the resolution.

Thirteenth. Smoking and loud talking during the sessions of the Convention shall be strictly prohibited.

Fourteenth. Order of business:

- 1st. Reception of Delegates.
- 2d. Reading of the Minutes.
- 3d. Reports of Committees.
- 4th. Unfinished Business.
- 5th. Election of Officers.
- 6th. Appointment of Standing Committees.
- 7th. New Business.
- 8th. Miscellaneous.

Fifteenth. These By-Laws may be altered or amended at any annual or semi-annual meeting of the Association, by a vote of two-thirds of the members present.

PROCEEDINGS OF CONVENTION

OF

NATIONAL GENERAL TICKET AGENTS'

ASSOCIATION.

CLEVELAND, October 2, 1866.

Special meeting, held at the Kennard House, Cleveland. Meeting called to order by the President, Wm. R. Barr, in the Chair.

The call for special meeting being read, Messrs. H. W. Gwinner, R. A. Gilmore and C. P. Oakley were appointed a Committee on Credentials, who reported the following named gentlemen in attendance, and entitled to seats in the Association :

WM. R. BARR, General Passenger Agent.....	Erie Railway
T. D. BARTON, General Passenger Agent.....	Bellefontaine R. R.
J. F. BOYD, General Passenger Agent	Louisville & Nashville "
C. P. LELAND, General Passenger Agent.....	M. S. & N. I. "
W. L. DOYLE, General Passenger Agent.....	New York Central "
A. V. H. CARPENTER, General Pass. Agent....	Mil. & St. P. and M. & P. du C. "
B. F. PATRICK, General Passenger Agent.....	Chicago & North-Western "
E. S. YOUNG, General Passenger Agent.....	Northern Central "
H. P. BALDWIN, General Passenger Agent.....	Allentown Line "
F. R. MYERS, General Passenger Agent.....	Pittsburgh, Ft. Wayne & Chicago "
W. P. JOHNSON, General Passenger Agent.....	Illinois Central "
C. L. FITCH, General Passenger Agent.....	Mobile & Atlanta "
H. H. WHEELER, General Ticket Agent.....	North Missouri "
E. C. LUCE, General Ticket Agent.....	Cleveland & Toledo "
C. E. FOLLETT, General Ticket Agent.....	Ohio & Mississippi "
H. W. GWINNER, General Ticket Agent.....	Pennsylvania "
S. F. SCULL, General Ticket Agent	Steubenville Line "

P. W. STRADER, General Ticket Agent.....	L. M. Col & Xenia R. R.
E. B. BYINGTON, General Ticket Agent.....	Memphis & St. Louis Packet Co.
L. A. MCCLURE, General Ticket Agent.....	Troy & Boston "
JAS. FERRIER, General Ticket Agent.....	Jeffersonville "
EDWARD VERNON, General Ticket Agent.....	St. Louis, Alton & Terre Haute "
E. F. FULLER, General Ticket Agent.....	Atlantic & Gt. Western "
A. NEWMAN, General Ticket Agent.....	Chicago & Alton "
JACOB W. BROWN, General Ticket Agent.....	Nashville & C. and N. & N. W. "
SAM'L POWELL, General Ticket Agent.....	Chicago, Burlington & Quincy "
ROBERT A. GILMORE, General Ticket Agent.....	Chicago, Rock Island & Pacific "
D. M. BOYD, JR., Assistant General Ticket Agent.....	Philadelphia & Erie "
CHAS. F. LOW, General Ticket Agent.....	Marietta & Cincinnati "
F. B. LORD, General Ticket Agent.....	Indianapolis & Cincinnati "
J. A. BURCH, General Ticket Agent.....	Buffalo & Erie "
L. M. COLE, General Ticket Agent.....	Baltimore & Ohio "
S. F. PIERSON, General Ticket Agent.....	Clev., Col. & Cin. "
J. W. CART, General Ticket Agent.....	Cleveland & Erie "
R. A. MORRIS, General Ticket Agent.....	Terre Haute & Indianapolis "
F. CHANDLER, General Ticket Agent.....	Columbus & Ind Central "
G. A. DADNEY, General Ticket Agent.....	Philadelphia, Wilmington & Baltimore "
JOHN W. BROWN, General Ticket Agent.....	Central Ohio "
JOHN U. PARSONS, General Ticket Agent.....	Toledo, Wabash & Western "
P. B. GROAT, General Ticket Agent.....	Hannibal & St. Jo. "
H. M. WATSON, General Ticket Agent.....	Albany & Susquehanna "
JAMES A. SEMPLE, Ass't General Ticket Agent.....	Little Miami, Col. & Xenia "
J. S. HUNT, General Ticket Agent.....	Chicago & Great Eastern "
SAM'L STEVENSON, General Ticket Agent.....	Cincinnati, Hamilton & Dayton "
H. M. BRONSON, General Ticket Agent.....	Sandusky, Mansfield & Newark "
J. G. WILLIAMSON, General Ticket Agent.....	Louisville, New Albany & Chi. "
H. P. RANSOM, General Ticket Agent.....	Kentucky Central "
GEORGE A. BROWN, General Ticket Agent.....	Cheshire "
C. P. OAKLEY, General Ticket Agent.....	Mississippi & Tennessee "
ED. WARE, General Ticket Agent.....	New Orleans, Jackson & Gt. Northern "
C. J. F. NETHERLAND, General Ticket Agent.....	Virginia Central "
W. E. MAIX, General Ticket Agent.....	Logansport, Peoria & B. "
JAS. CHARLTON, General Agent.....	Great Western (Canada) "
CHARLES LATIMER, Superintendent.....	Cairo & Col. Transit Co.

By F. R. Myers :

Resolved, That by unanimous consent of the members present, this special meeting be substituted for the regular meeting appointed for October 3, 1866, at White Sulphur Springs, and that all acts and resolutions passed at this meeting be considered the same, and as binding, as if acted upon at said regular meeting.

Adopted.

Minutes of last meeting read and approved.

Baggage and Business Committees requested further time in which to report.

By Edward Vernon:

Whereas, Charles Wood, late Secretary and General Ticket Agent of the Terre Haute & Indianapolis Railroad, and a member of this Association, has been taken away, unexpectedly, by death, since our last meeting, therefore, be it

Resolved, That it is with feelings of the deepest regret that this Association has learned of the death of him who was our friend and business associate for many years.

Resolved, That this Association deeply sympathizes with the relatives, and with the company so long benefited by his able and faithful services, in the loss which they have sustained.

Resolved, That the Secretary forward a copy of these resolutions to the relatives of our deceased friend, and to the President of the Terre Haute & Indianapolis Railroad Company.

Adjourned to 2 P.M.

TUESDAY, 2 P.M.

The Business Committee appointed at a previous meeting made the following report:

First. Adoption of some rule for the settlement of unsettled military business.

Second. The appointment of an Executive Committee (of which the President and Vice-President shall be *ex-officio* members), to adjust passenger rates and all other business that comes up during the recess of the meetings of the Association.

Third. The abolition of the sale of emigrant tickets outside of seaboard towns.

Fourth. Recommending that the meeting take some action in regard to the resolutions adopted by the four trunk lines in relation to abolishing the payment of commissions on sales of tickets, and other reforms.

Fifth. Recommending the consideration of the Association publishing a railway guide.

P. W. STRADER, *Chairman*.

T. D. BARTON, *Secretary*.

Report accepted and Committee discharged.

On motion, the report was taken up by sections, and disposed of as follows :

Section 1st—Action postponed until the next meeting.

Section 2d—Adopted, and Committee appointed consisting of Messrs. P. W. Strader, F. R. Myers, W. P. Johnson, E. F. Fuller, and J. Charlton, with the President and Vice-President *ex-officio* members.

Section 3d—Adopted.

Section 4th—Laid on the table indefinitely.

Section 5th—Action temporarily postponed.

Adjourned to 7.30 o'clock P.M., to meet in Committee of the Whole on Private Business.

TUESDAY, 7.30 P.M.

The matter of a railroad guide, to be published under the auspices of the Association, was taken up and discussed *pro* and *con.*, in a conversational manner, when, on motion of C. E. Follett, it was

Resolved, That a Committee of seven be appointed to confer with and receive propositions from any parties who may desire to do so, for the publication of a railway guide, which is to be the only one issued by authority of, and recognized by, this Association; this Committee to report by circular to each General Ticket Agent at the earliest practicable day.

The Chair appointed C. E. Follett, F. R. Myers, H. W. Gwinner, E. F. Fuller, W. P. Johnson, W. L. Doyle and J. F. Boyd as such Committee.

The Committee on Baggage reported as follows :

The Committee appointed at the last meeting of the Association, on the subject of baggage, submit as their report the following opinions of several legal gentlemen,

which seem to be conclusive that the existing laws of the various States will not permit railroad companies to refuse to receive and transport ordinary baggage without compensation, or release them from liability in case of loss or damage.

Your Committee recommend that proper action, on the part of the several companies in each State, be taken toward the procurement of legislative enactments limiting the liability of railroad companies in the transportation of passengers' baggage, and what shall constitute legal notice thereof.

No propositions have been presented for the insurance of baggage which we regard as practicable.

F. R. MYERS, *Chairman.*

The legal opinions herewith submitted were ordered printed in the proceedings, as also the letter of L. L. Houpt, President of the North American Transit Insurance Company:

ALBANY, October 16th, 1866.

By the general railroad laws of the State of New York, the compensation for carrying "any passenger, and his ordinary baggage," shall not exceed three cents per mile.

S. T. FAIRCHILD.

PENNSYLVANIA RAILROAD COMPANY,

PRESIDENT'S OFFICE,

PHILADELPHIA, September 28th, 1866.

Henry W. Gwinner, Esq., General Ticket Agent, Pennsylvania Railroad Co.:

DEAR SIR—In reply to your communication of August 14th, and the resolutions respecting liability of railroad companies for baggage, etc., therein referred to as passed at a meeting of the General Ticket Agents, on March 14th, 1866, I have to reply:

First. That in Pennsylvania we have no express statute laws on the subject.

Second. The law which controls it is such as the Supreme Court of this State has from time to time established in deciding cases wherein the rights, duties and liabilities of common carriers have arisen. The leading case in Pennsylvania on this subject is that of Camden & Amboy Railroad Company *vs.* Baldauf, 4th Harris, 67; and as the law therein expressed is fully recognized in most of the States of the Union, and affirmed by the Supreme Court of the United States, I therefore copy the opinion of the court in full for your information:

"The general rule, according to the well-settled principles of the common law, is that a common carrier is an insurer against everything but the act of God or the public enemy. In Pennsylvania, however, it is ruled, not without great reluctance, that this common law responsibility may be limited or abridged by the special terms of the acceptance of the goods. It is decided, it may be limited by a general notice that the baggage of the passenger is at the risk of the owner, provided the terms of the notice are clear and explicit, not liable to the charge of ambiguity or doubt; and provided further, which is indispensable, the notice is brought home to the employer. These principles are distinctly recognized in *Beekman vs. Shouse*, 5 Rawle, 189; in *Bingham vs. Rogers*, 6 W. and Ser., 500; and *Laing vs. Calder*, 8 Barr, 484. On the ticket given to the plaintiff, as is found by the special verdict, notice is given that all baggage is at the risk of the owner, the proprietors binding themselves to no charge or care of the same whatever, either expressed or implied. It is truly said by *Burrough, J.*, in *Duff vs. Budd*, 3 B. and B., 177, that carriers are constantly endeavoring to narrow their responsibility, and to creep out of their duties, and that he is not singular in thinking that their endeavors ought not to be favored. Of the soundness of this remark, this case affords a striking example. The company not only declare that the baggage is to be at the risk of the passenger, but they attempt to discharge themselves from all charge or care of it whatever. The proprietors say they bind themselves to no charge or care of the same whatever, either expressed or implied. There is a plain endeavor to shirk all responsibility whatever, even to the misconduct of their own agents, and to avoid the duty which the law casts upon them, to provide places for the safe custody of the goods, and persons whose business it is to take charge of such articles as are committed to their care. They undertake to carry for hire, and, by the very nature of their employment, to bestow, for the preservation of the goods, at least the ordinary care of the bailee for hire. From this duty, I have no hesitation in saying, they cannot discharge themselves, even by a special agreement with the owner. Such a stipulation would be void, being against the policy of the law. There is no principle in the law better settled than that whatever has an obvious tendency to encourage guilty negligence, fraud or crime, is contrary to public policy. Such, in the very nature of things, would be the consequence of allowing the common carrier to throw off the obligation, which the law imposes upon him, of taking at least ordinary care of the baggage or other goods of a passenger. Under such a regulation, no man's property would be safe (*Cole vs. Goodwin*, 19 Wend., 251). The special verdict finds that the trunk containing the silver coins (five-franc pieces) and certain articles of wearing apparel, was delivered to the conductor or other agent of defendants, on board of the boat; that the extra weight of plaintiff's baggage, including the trunk, was paid for, and the agents took charge of it; that the trunk was lost, and not delivered to the plaintiff on his arrival at Philadelphia, the place of destination, or at any time thereafter. The verdict omits to find when it was lost, or how it was lost. As we are without proof on this point, the legal inference is, it was lost or mislaid in consequence of the negligence, or it may be fraud, of the defendants' agents. This would render the defendants liable, notwithstanding

notice had been brought home to the plaintiff. It is proper here to remark that neither concealment nor fraud can be imputed to the plaintiff. He was not bound to disclose the nature or value of the goods, unless inquired of by the carrier, in which case he must answer truly. *Phillips vs. Earle*, 8 Pick., 182; 4 Bing. R., 218; *Relf vs. Rapp*, 3 W. and Ser., 21.

"Although he may limit the extent of his liability, yet the authorities are uniform that to discharge the carrier from responsibility it is necessary to show clearly that the person with whom he deals is fully informed of the terms and effect of the notice. The exemption goes on the ground of a contract, express or implied. *Angel on Carriers*, Sec. 241; 2 Green. Ev., Sec. 216: *Brookes vs. Pickwick*, 4 Bing. R., 218; *Kerr vs. Miller*, 2 Starkie, 53; *Cole vs. Goodwin*, 19 Wend., 251; *Hollister vs. Nowlin*, 19 Wend., 234.

"The facts found by the jury negative the idea of such a notice as amounts to a special contract. The plaintiff was a German, wholly ignorant of the English language. It is therefore a case of a passenger uninformed of the terms and conditions of the notice appended to the ticket on which the defendants rely for protection. The case of *Davis vs. Willan*, 2 Stark R., 279, rules that a notice at the office, when the party who delivers the goods cannot read, does not change the liability of the carrier. That case is, in principle, identical with this. It, in truth, would be absurd to hold, under the circumstances, the company exempted from their common law responsibilities, on the foot of a special or express contract, when he was ignorant of the terms of the proposed agreement. Granting that tickets in any case, without more, may be considered as evidence of a special agreement, it is surely not exacting too much to require the carrier to have his tickets printed and his advertisements made in a language which the passenger can understand, or that he should be required to explain to him the nature and effect of the proposed agreement. Although it may be granted that in this State a carrier may limit his responsibility, yet this principle has been reluctantly recognized, and must be confined to cases of special contract, express or at least implied. The knowledge of the plaintiff of the contents of the notice, is negated by the verdict. It is substantially found the plaintiff had no notice that his goods were carried at his own risk. In the absence of all proof of notice, the plaintiff had a right to rely on the common law responsibility of the carrier. The jury find that the extra weight of the plaintiff's baggage, including the trunk in which the specie was placed, was paid for by the plaintiff, and the agents of the company had charge of it. Whether the specie is to be viewed as baggage or freight, we conceive it to be immaterial; for whether it be the one or the other, the defendants are clearly liable on the grounds, first, because they have failed to prove the nature and manner of the loss; and second, because they have also failed to bring home knowledge of the limitations and restrictions contained in their notice to the plaintiff. This renders them liable, on the rule of the common law, as insurers against all losses except those occasioned by the act of God and the King's enemies."

If carriers were adequately paid for the duties and risks they assume, under

the pressure of competition, or of custom, I think they would manifest no disposition "to narrow their responsibility, or to creep out of their obligations."

It is the consciousness of being required, from these causes, to take unusual risks, and perform increased service, without an equivalent, which has sharpened their ingenuity to invent or discover holes to creep out of them. Sometimes they get through, but oftener the astuteness of judges and juries prevent any egress.

The reckless and vicious system of securing travel by taking almost anything as baggage which a traveler offers, without limitation of its weight, or declaration of its value, and without compensation, other than the ordinary fare, will eventually bring its crop of penalties and pecuniary sufferings.

Good resolves are usually made in these seasons of trouble; and I trust your present efforts to agree upon and apply a *preventive* may continue after the pains have ceased.

In my judgment, the proper plan is to require an equivalent for the service to be performed and the risk assured.

There is no sound reason why a man who travels with a Saratoga trunk, filled with costly clothing, jewelry, etc., and which, from his wealth and station in life may be considered as his ordinary wearing apparel, should not pay more than he who travels from and to the same points with his baggage in his pockets.

The public demand high rates of speed on passenger trains; and in complying with this you not only increase the wear and tear of track and machinery, but also the risk of loss or injury; and why should not the one, two, or three thousand dollars' worth of baggage, weighing perhaps as much or more than its owner, be required to pay its proportion of the cost of renewals and profit for the service performed and risk incurred. Justice is even-handed, but I fail to perceive any in this discrimination.

I might also refer to the injustice of one company imposing upon its connecting roads, under the system of "through checking," such undefined and increased responsibilities, without consideration other than a *pro rata* of the passengers' fare.

The public require some clear and express statutory regulations defining their rights and duties; and railroad companies require not only some relaxation of the severe rule of the common law, but also some protection against each other; and for these reasons, some uniform and well-considered law should be had in all the States, embracing the following points respecting baggage, viz.:

First. That every passenger, in any railroad car, having paid his fare, should be entitled to have carried, as baggage, his ordinary wearing apparel only, and not exceeding in weight eighty pounds.

Second. That in the event of loss or damage to the same, from any cause, whether gross negligence or otherwise, no sum over fifty dollars should be demanded

or recovered from the carrier for the same, unless the passenger, or his agent, shall, at the time of offering said baggage for carriage, have *declared its value*, and paid for the same such rates of insurance, or freight, as the said carrier may deem reasonable.

Third. That when the carrier shall have provided a car, or other proper place for the transportation of baggage, he shall not be liable for loss or damage to baggage, parcels, or packages, carried by the passenger in the car in which he may be transported.

Fourth. That there shall be no liability for loss or damage to the baggage of passengers carried free, unless such passenger shall pay for the transportation of his baggage at the rate of insurance or freight established by the carrier.

Yours,

W. J. HOWARD.

WILMINGTON, Del., September 28, 1866.

Geo. A. Dadmun, Esq., General Ticket Agent P., W. & B. R. R.:

DEAR SIR—Business engagements have prevented an earlier answer to your note of the 12th instant. Upon receiving a reminder from Mr. Kenney, yesterday, I gave the matter my immediate attention.

In answer to the first two propositions contained in the resolution of your society, referred to in your note, I have merely to say that I can find nothing in the statutes at large of this State, nor in any of the railroad charters granted by our Legislature, having any bearing whatever on the subject. We will, therefore, recur to the third and only remaining one for investigation:

“What bearing has the general railroad law of the United States on this subject?” Railroad companies are bound to accept and carry luggage, or any species of freight, within the scope of their business as carriers, and within the limits of their capacity to carry. Upon acceptance of the luggage, or freight, they become *quasi* insurers against all loss, except where it occurs by the act of God, or the public enemies; and, in view of this extraordinary liability, they are authorized to exact greater compensation than would remunerate an ordinary bailee. In no case is a public carrier compellable to accept and carry *free* of charge. Railroad companies are entitled to exact freight for the luggage of their passengers; and, according to the universal custom and usage of railroad traveling, the passage money covers both the carriage of the person and of the luggage. But this must be taken with a most important qualification and restriction. The passenger is entitled to a reasonable amount of luggage; and what is reasonable, must depend upon the circumstances and the surroundings of each individual case; and should he undertake to transcend this rule, he will be liable to pay for the excess; and any deceit or

fraud practiced by him, in this respect, would discharge the company from their extraordinary liability.

"Can railroad companies (as common carriers) decline to carry any baggage free, except on condition that the railroad companies be exempt from any and all liability for loss or damage to such baggage?" This is, in substance, the query contained in the resolution of the National General Ticket Agents' Association. The common law doctrine on this subject is this: That a common carrier is an insurer against all loss or injury, except such as may arise from the act of God, or the public enemy; and this liability can be modified and restricted only by express contract between bailor and bailee. A common carrier can discharge himself by express contract from his extraordinary liability as insurer, loss by robbery, inevitable accident, etc., but no further; and a contract undertaken to discharge him from the results of his own or his servant's fraud or negligence would be void, as against the policy of the law. The decisions in some of the States, and especially in Pennsylvania, have gone further, and permit the carrier to limit his liability by a general notice that the baggage of the passenger is at the risk of the owner. These decisions seem to me to be based upon the doctrine of implied contract. The carrier gives public notice, in clear and unambiguous terms. The notice is brought to the knowledge of the passenger, and the law implies a contract between them. In this, as in the case of express contracts, the limit does not extend beyond the extraordinary liability, and the carrier still remains liable for his own or his servant's fraud or negligence.

From the foregoing propositions, you may readily infer my answer to your question: That, in my opinion, railroad companies cannot exempt themselves "from any and all liability," as contemplated by your resolution; certainly not by their own motion, and only partially by express or implied contract.

I have given you my views on the subject proposed, without argument or authority, presuming that you desired a direct answer to your questions.

Yours, with great respect,

GEO. C. GORDON.

CINCINNATI, September 11th, 1866.

General P. W. Strader:

SIR—I herewith return the questions on the subject of railroad baggage:

There is no statute of this State, nor of the United States, on the subject.

The law is as follows:

The fare paid by the passenger entitles him to carry a reasonable amount of

baggage, and I cannot, perhaps, state the rule more concisely than it is given in Pierce, Am. R. R. Law, p. 495:

"The price for its [baggage] carriage need not be paid in a distinct sum, but is by usage included in the fare of the passenger. * * * * *

"The passenger is entitled to a reasonable amount of luggage, and to include in it such articles as are necessary and convenient for personal use, and as it is usual for persons traveling to take with them.

"What amount and kind are reasonable, must be determined by the jury, under the instructions of the Court, by reference to the length and object of the journey, the habits, tastes and condition in life of the passenger, whether he travels alone or with his family, what is necessary for a person in his situation to have along with him in his journey, and such like circumstances."

The idea, therefore, is erroneous that railroads carry baggage *free*, because no separate price is paid therefor. The fare of the passenger covers the suit of clothes in his trunk, just as much as the suit of clothes on his back, to the reasonable extent above indicated.

Railroads, therefore, cannot absolutely decline to carry baggage; neither can they say to the passenger, "We will not take your baggage except at your own risk." They are bound by law to take the passenger, and that compels them to take his *reasonable* baggage, and become responsible for it.

If, therefore, the question to be answered is, "Can railroad companies decline to carry any baggage free, except on condition that the railroad companies be exempt from any and all liability for loss or damage to such baggage?" the answer is, No!

With respect to what limitations the companies can put to their liability by notices and special contract: This is rather a complicated matter, and would require too extensive a statement of the law to suit your purposes.

If I have failed to comprehend the purport of your interrogatories, I would be pleased to give any further information that may be desired.

Respectfully,

D. THEW. WRIGHT.

TERRE HAUTE, April 6, 1866.

Chas. Wood, Esq.:

DEAR SIR—You ask my opinion upon the following resolutions adopted by the National General Ticket Agents' Association, at their meeting at the St. Nicholas Hotel, in New York, on the 14th of last month:

"Resolved, That the Chair appoint a Committee of one member of this Association from each State, whose duty it shall be to ascertain if their State laws contain

any provision which will prevent railroad companies from declining to carry any baggage *free*, except on condition that the railroad companies be exempt from any and all liability for loss or damage to such baggage; also, if any railroad charters contain provisions that would annul any such provision.

"That the said Committee ascertain what bearing the general railroad law of the United States, relative to common carriers, would have on this subject.

"That if railroad companies can legally exempt themselves from liability for baggage transported free, this Committee report, at the next meeting of this Association, some plan for the insurance of baggage."

By the statute of this State, all railroad corporations are required to "run their cars for the transportation of persons and property at regular times, to be fixed by public notice, and shall furnish sufficient accommodation for the transportation of all such passengers and property as shall, within a reasonable time previous thereto, offer, or be offered for transportation, at the place of starting, and the junctions of other railroads, and at siding and stopping places established for receiving and discharging way-passengers and freight; and shall take, transport and discharge such passengers and property at, from and to such places, on the due payment of tolls, freight or fare therefor."

It is also provided that, in case of the refusal by such corporations, or their agents, to so take and transport any passenger or property, or to deliver the same at the regular appointed place, such corporation shall pay to the party aggrieved all damages which shall be sustained thereby, with costs of suit.

Another section provides that "if any passenger shall refuse to pay his fare or toll, the conductor of the train, and the servants of the corporation, may put him out of the cars at any usual stopping place."

These are all the regulations prescribed by our statute in regard to the duty of transporting "passengers and property." They are contained in the *general law*, which applies to *all* the companies in the State—their original and special charters being surrendered.

It will be seen, therefore, that the rate of "fare or toll" is not in any way regulated by the statute, but is left open to contract between the company and the passenger; that is, the passenger shall pay, whether for himself or his baggage, the proper rate of "fare or toll." There is, consequently, nothing in the statute to "prevent railroad companies from declining to carry any baggage *free*." Where the contract to do so is coupled with the condition of exemption from liability for loss or damage, where the baggage is carried *free*, the liability for loss or damage does not attach under our statute.

The words of the statute fixing such liability are: "In case of the refusal, by such corporation or their agents, *so to take*," etc.,—that is, to take as provided in the previous section, which requires that it shall be taken "*on the due payment of tolls*," etc. Hence, where there is no such payment, there is no statutory liability.

I have no doubt that, where the fare or toll is the subject of contract before starting, the parties may couple the taking with the condition that the owner of the baggage shall waive all right to recover for loss or damage, except in cases of *fraud*; that is, that the owner may waive both his statutory and common law right, whether the baggage is carried free or is paid for.

At common law, a railroad company engaged in transporting baggage *free*, is simply a bailee, without reward; and as no benefit is derived from the transportation, it is responsible, only as a common carrier, for *gross* neglect. So I understand the law to be both in the United States and in England. The well-established rule is, that in all this class of cases the company is a "mandatory to carry," liable only for a breach of good faith.

Therefore, in my opinion, where baggage is carried *free*, a railroad company could not be held liable, in any case, except where there is gross neglect, amounting to a breach of good faith. And on this subject there is nothing in our statute changing the common law.

Very respectfully, etc.,

R. W. THOMPSON.

OFFICE OHIO & MISSISSIPPI RAILROAD CO.,

CINCINNATI, June 8, 1866.

Charles E. Follett, Esq., General Ticket Agent O. & M. R. R. Line:

DEAR SIR—In reference to the resolution of the Convention of General Ticket Agents, in relation to transportation of baggage, I will state my views:

By general custom of railroads, the contract to carry the passenger includes a contract to carry his ordinary baggage. In some States it is the law. In the States of New York and Michigan there are statutory provisions that the fare charged shall include a passenger *and his ordinary baggage*. In Illinois, the Supreme Court has decided (*Wood vs. Devin*, 13 Ill. R., 746) that the compensation for carrying the baggage is included in the fare for transporting the person. This ruling of the Supreme Court of the State of Illinois was probably founded upon the custom of railroads, and could be changed by the roads if they saw proper.

The custom of carrying a passenger and his baggage at the ticket fare has been so long established, that it would at this time be extremely difficult to change it. Besides, the rule of charging for baggage could not now be made uniform, owing to the statutory provisions in the States referred to.

Even in the States where railroads are required to carry a passenger and his *ordinary* baggage at the ticket fare, it has not been determined what *ordinary* baggage is, leaving it open for railroad corporations to make a fair rule on that subject.

Reasonable regulations in regard to the amount of baggage to be carried by a passenger, and restricting the liabilities of the carrier, seems the most expedient course. Such regulations, I am of opinion, would be upheld by the courts.

It would be competent for common carriers to make regulations limiting the weight and value of luggage to be carried free with each passenger, and making a reasonable charge for additional weight and value, to compensate the carrier for the risks of loss and transportation. This law would be equitable. For why should a railroad company carry Mrs. Shoddy, with her Saratoga trunks weighing a thousand pounds, and valued at thousands of dollars, for the same price that persons are carried with ordinary baggage?

At common law, railroad companies are liable for the loss of baggage, unless the loss was caused by act of God (inevitable accident) or by public enemies. In other words, they are insurers of baggage.

How can carriers limit this responsibility?

In the different States, the rulings of the courts on this question are at variance. In most of the States it has been decided that a carrier can restrict his liability by express contract, except from acts of gross negligence or willful malfeasance. But as it is almost out of the question to make contracts about baggage with passengers in transit, it is not necessary to further consider that question.

The next question is: Can a common carrier limit his liability as to baggage by regulation and notice? The solution of this question is more difficult, owing to conflicting decisions of courts. In some States it has been ruled that carriers cannot restrict their common law liability by notice at all. But these decisions seem to be giving way. And the best authorities on railroad law now agree (see *Pierce*, 423; *Redfield*, 268) "That if the carrier publishes a notice that he will not be responsible for baggage beyond a certain amount, or of a certain kind or value, without payment of additional freight, such notice, if reasonable, and brought home to the passenger before he purchases his ticket, or enters upon his journey, will excuse the carrier from loss above the amount named in the notice, in the absence of gross negligence or willful misconduct on the part of the carrier."

The courts have decided that such a notice is a reasonable method of obtaining information on the part of the carrier; and if the passenger has notice of the regulation of the carrier, and makes no objection to it, but buys his ticket and goes on the cars, the presumption of law is that he has assented to it, and it thus becomes a contract.

It must be remembered that in case suits be brought for the loss of baggage in such cases, it would devolve upon the carrier to prove that the passenger had due notice. But if the regulation was generally adopted, and made public by notices conspicuously posted in all depots and ticket offices, but few would attempt to shield themselves under the plea of ignorance of the regulation.

The question as to what is ordinary baggage, and what amount in weight and

value should be allowed each passenger, is a matter of which you are perhaps a better judge than I. But as the question is a mixed one, involving both law and fact, I will take the liberty of making a few suggestions in relation to it. Carriers, to be on the safe side with the courts, should make the allowance of luggage to each passenger fair, if not liberal. I would suggest eighty pounds in weight, and two hundred and fifty dollars in value, and that neither money, jewelry, or any other article not necessary for the use of the traveler on his journey, be classed as baggage; and that all excess over the above weight and value, and all articles not properly baggage, be charged express rates. As soon as travelers understood that carriers were not liable for any excess over prescribed weights and values, they would be desirous to pay the extra charges to avoid the risk of loss.

I have before stated that parties are not bound to take notice of rules or regulations made by railroad companies, unless brought to their knowledge. But every one is bound by the laws of a State, whether he has ever heard of them or not. It would, therefore, save railroad corporations from difficulties if the States would enact statutory provisions governing the carriage of baggage. As the provisions before named are reasonable, there should be no difficulty in having them made law by the State Legislatures. But, if that could be done at all, it would take some time; and the plan of notice, if properly planned and carried out, will subserve all practical purposes.

Yours truly,

THEODORE GAZLAY.

NORTH AMERICAN TRANSIT INSURANCE CO.,

No. 193 S. FOURTH STREET,

PHILADELPHIA, Pa., September 27th, 1866.

F. R. Myers, Esq., Chairman, etc.:

At the last General Ticket Agents' Convention, a resolution was submitted by the Business Committee, and, after discussion, was laid upon the table. The resolution was to the effect, viz.:

"Resolved, That the several railroad companies of the country give notice to the public that an extra charge will be made on all baggage exceeding one hundred dollars in value; that said charge shall not be less than twenty-five cents per hundred dollars in value, and that valuation shall be the owner's declared estimate; all such transactions to be properly recorded by the baggage master, and the whole rate to be divided pro rata per rate with the roads interested in the ticket, it being understood that this insurance rate will be in addition to the rates usually charged on extra baggage, which are generally calculated at ten per cent. of the through first class rate."

The object of this resolution I understand to be, not so much to create

revenue from extra baggage, but rather to protect the several companies in interest by yielding a sum adequate to make good any losses they may suffer.

At a subsequent session, a Committee was appointed under the following resolution :

"Resolved, That the Chair appoint a Committee of one member of this Association from each State, whose duty it shall be to ascertain if their State laws contain any provision which will prevent railroad companies from declining to carry any baggage free, except on condition that the railroad companies be exempt from any and all liability for loss or damage to such baggage; also, if any railroad charters contain provisions that would annul any such provision." And further, *"That the said Committee ascertain what bearing the general railroad law of the United States relative to common carriers would have on this subject. That if railroad companies can legally exempt themselves from liability for baggage transported free, this Committee report, at the next meeting of this Association, some plan for the insurance of baggage."*

It has long been a desideratum with railroad companies to limit their responsibility upon baggage to one hundred (\$100) dollars; and numerous publications have been made, both by hand-bills and on tickets, to induce the traveling public to suppose they can receive only one hundred (\$100) dollars in case of loss; but when a claim for compensation for lost baggage is made, the settlement is invariably effected upon the sworn statement of the owner, to an amount often many times greater than one hundred (\$100) dollars.

The fact that railroad companies have already suffered greatly from loss of baggage, either by fire, damage or theft, seems to make it necessary that they should protect themselves in some way from such loss, or adopt some measures by which they shall again be indemnified for any losses they may thus sustain.

There seems to be but three ways by which this can be effected: either,

First. By charging, in addition to the fare, an extra sum on *all baggage* carried, so as to create a fund sufficient to defray any losses the company may sustain; or,

Second. To have the railroad companies, or their agents, unite to form a company for the insurance of baggage in transit; or,

Third. To avail themselves of some company already organized for this purpose, who will undertake, for certain considerations, to indemnify the railroad companies for any losses they may sustain on account of baggage lost or stolen.

This third plan seems to me to be the only feasible one; for there are many reasons why it would be difficult for a railroad company to induce passengers to pay an extra sum for insuring their baggage, inasmuch as for years past ordinary baggage has been carried free, and travelers have come to regard this as one of their *rights*, and many railroad companies admit it, and many statutory enactments also *admit the same thing*. It would be exceedingly difficult for a long time to come to

adopt and put in practice any rule that would be universal on this subject; and without its general adoption, it would be worthless, for a long-established precedent has sanctioned the conveyance of eighty (80) pounds of baggage free, and many railroad managers and State Legislatures would, in my judgment, refuse to adopt or sanction any other practice.

As to the second plan proposed, viz.: for the several companies, or their authorized agents, to form an insurance company among themselves, is not practicable. This would require an act of incorporation from some one State, with special legislation, perhaps, in each of the others; the issue of capital stock to an amount of not less than two hundred thousand dollars (\$200,000); the procuring of licenses; the payment of tax or license fees in State and county offices; the purchase of State bonds in many instances, etc., etc.; and there is not money enough in the business to make it of itself profitable, or to warrant this outlay and trouble.

The only way, then, by which this desirable result can be brought about, is through a company already organized and doing business in all the States, which should adopt one set of rates and rules, instead of leaving it to the variety of interests that now control the several railroad lines.

"The North American Transit Insurance Company" is organized, among other things, for the purpose of insuring goods of all kinds in transitu, including baggage, freight, etc., and the foregoing suggestions are respectfully submitted for your consideration.

Yours truly,

LEWIS L. HOUPPT,
President N. A. T. Ins. Co.

On motion, New Orleans was voted as the place for holding the spring meeting of 1867.

By H. W. Gwinner:

Resolved, That the members of this Association be requested to call the attention of their Presidents to the low rate paid by the United States Government for the transportation of troops, and to suggest such action on their part as will bring out a conference with the Secretary of War, with the view of restoring rates to the same condition as before the war.

Adopted.

Adjourned to Wednesday, 9 A.M.

WEDNESDAY, 9 A.M.

Committee on Division of Rates made the following report, which was accepted, and the Committee discharged:

The Committee appointed to arrange a basis for division of rates, respectfully submit the following:

First. No road shall be entitled to receive more than its local rate in the division of through rates.

Second. Where through rates are made of the sum of local rates between any two points, the several roads forming the route over which such through rate is made, shall receive their local rates in the division of the same.

Third. The existence of many special arrangements and agreements between railroad companies in the division of revenue, designed to harmonize the operations of their respective companies, renders it impracticable for this Association to adopt any specific rule, applicable in all cases, whereby through rates should be divided, where they require a reduction from the local; and the rule heretofore adopted of adjusting all divisions on the most equitable terms parties in interest can agree upon, is the only one this Committee can recommend.

F. R. MYERS.

P. W. STRADER.

W. P. JOHNSON.

C. E. FOLLETT.

D. M. BOYD, JR.

The above report being under consideration, and there being a difference of opinion in regard to the same, and it having been stated that the Committee had shirked the subject, it was laid upon the table, and another Committee, consisting of Messrs. E. Vernon, P. B. Groat, E. F. Fuller, T. D. Barton, J. A. Burch, L. M. Cole and W. L. Doyle, was appointed to consider the subject and report at this meeting.

By P. B. Groat:

Resolved, That, as a general principle, this Association establish an equitable basis of divisions over long lines (after paying such roads in the lines as much as such roads receive by the most favorable route of reaching them), a *pro rata per rate*, except in such cases as a combination of roads see fit to authorize divisions of a different character or basis, and of which General Ticket Agents will give notice to the members of the Association.

Which was referred to the Committee last above named.

On motion, it was resolved to go into Committee of the Whole on Rates, and the meeting to stand adjourned until such time as the Committee are ready to report.

WEDNESDAY, 6 P.M.

Committee reported schedule of rates, and the question of rates to and from Buffalo and Niagara Falls, and points south of the Ohio river, having arisen, which could not be settled in Committee, it was referred to the Association, whereupon J. F. Boyd offered the following resolution :

Resolved, That the rate from Southwestern points to Niagara Falls shall be made fifty cents more than the rate to Buffalo.

Adopted.

The schedule as then presented was adopted, to take effect November 1, 1866.

Committee on Division of Rates made the following report, which was accepted, and Committee discharged :

The Committee appointed to inquire into the equitable division of rates, desires to report that the diversity of opinion on this subject existing among the members of said Committee, precludes the possibility of any harmonious action in the premises, and that the further consideration of the subject be referred to the next division meeting.

EDWARD VERNON.

L. M. COLE.

E. F. FULLER.

T. D. BARTON.

P. B. GROAT.

J. A. BURCH.

WM. L. DOYLE.

Adopted.

By F. R. Myers :

Resolved, That the vote whereby New Orleans was made the place of holding the next meeting be reconsidered.

Adopted, and on motion, Memphis was substituted.

By R. A. Gilmore :

Resolved, That we cordially request the General Ticket and Passenger Agents of lines located in Southern States, to meet us at the spring meeting at Memphis, and that this resolution be embodied in the circular calling such meeting.

By C. E. Follett :

Resolved, That the thanks of this Association be, and are hereby, cordially extended to the proprietors of the Kennard House, for their attention and courtesies to us on the occasion of this meeting.

Messrs. J. F. Boyd, C. P. Oakley, Ed. Ware, Jacob W. Brown and E. B. Byington were appointed the Business Committee for the next meeting.

Association adjourned, to meet in Memphis on the first Wednesday in March, 1867.

WILLIAM R. BARR,
President.

SAM'L POWELL,
Secretary

PROCEEDINGS OF CONVENTION

OF

NATIONAL GENERAL TICKET AGENTS'

ASSOCIATION.

CINCINNATI, December 19th, 1866.

Special meeting, held at the Burnet House, Cincinnati. Meeting called to order at 11 o'clock A.M., by the President, Wm. R. Barr.

Messrs. H. W. Gwinner, C. E. Follett and J. W. Cary were appointed Committee on Credentials, who reported the following-named gentlemen in attendance, and entitled to seats in the Association:

WM. R. BARR.....	Erie R. R.
J. F. BOYD.....	Louisville & Nashville "
E. B. BYINGTON.....	Memphis & St. Louis Packet Co.
J. W. CARY.....	Cleveland & Erie R. R.
F. CHANDLER.....	Columbus & Indiana Central "
E. F. FULLER.....	Atlantic & Gt. Western "
C. E. FOLLETT.....	Ohio & Mississippi "
JAS. FERRIER.....	Jeff., Mad. & Ind. "
H. W. GWINNER.....	Pennsylvania "
F. B. LORD.....	Ind. & Cincinnati "
C. F. LOW.....	Marietta & Cincinnati "
C. P. LELAND.....	Michigan Southern "
F. R. MYERS.....	Pittsburgh, Ft. Wayne & Chicago "
SAM'L POWELL.....	Chicago, Burlington & Quincy "
H. P. RANSOM.....	Kentucky Central "
SAM'L STEVENSON.....	Cincinnati, Hamilton & Dayton "

S. F. SCULL.....	Pittsburgh, Columbus & Cincinnati R. R.
P. W. STRADER.....	Little Miami, Col. & Xenia “
ED. VERNON.....	St. Louis, Alton & Terre Haute “
H. H. WHEELER.....	North Missouri “
E. S. YOUNG.....	Northern Central “

The call for the meeting being read, the President stated the object for which it was called.

The Committee appointed at the last regular meeting of the Association to confer with and receive propositions from any parties to publish a new railroad guide, made the following report :

DECEMBER 19, 1866.

The undersigned, a Committee appointed by the National General Ticket Agents' Association, at their regular October meeting in Cleveland, under the following resolution :

“Resolved, That a Committee of seven be appointed to confer with and receive propositions from any parties who may desire to do so, for the publication of a railway guide, which is to be the only one issued by authority of, and recognized by, this Association; this Committee to report by circular to each General Ticket Agent at the earliest practicable day.”

Have to report :

That they have conferred with and received propositions from several parties who are desirous to undertake the publication of a railway guide, and these several propositions are herewith submitted.

It being deemed impracticable by the Committee to report by circular, as originally intended under the resolution of appointment, they deemed it proper to request the President to call the Association together at this time for the purpose of making a final disposition of this important matter.

C. E. FOLLETT,
F. R. MYERS,
H. W. GWINNER,
E. F. FULLER,
W. P. JOHNSON,
W. L. DOYLE,
J. F. BOYD,

Committee.

Report accepted and Committee discharged.

By C. E. Follett :

Resolved, That a Committee of seven be appointed to present to this Association a plan for the organization of a joint stock company, and to prepare an

application to the proper State officer for a certificate of incorporation for the organization thereof, under the laws of the State of, for the purpose of printing and publishing a railway guide and other railroad matter, with a view to the reduction of printing and advertising expenses to our respective railroad companies.

Adopted, and Committee appointed, consisting of Messrs. C. E. Follett, H. W. Gwinner, J. F. Boyd, F. R. Myers, E. F. Fuller, P. W. Strader and C. P. Leland.

Adjourned to 2.30 o'clock P.M.

WEDNESDAY, 2.30 P. M.

By F. R. Myers :

Resolved, That a guide be published by and under the directions of the General Ticket Agents' Association.

Adopted.

The Committee appointed to prepare the plan for the organization of a joint stock company, presented a plan, which was taken up and read *seriatim*, and important additions and restrictions made thereto. Before taking any action thereon, it was found necessary to procure some legal advice on certain points, pending which the meeting adjourned to Thursday, December 20, at 9 o'clock A.M.

THURSDAY, 9 A.M.

The adoption of plan for organization of guide company was called for, and received the approval of the members present.

By F. R. Myers :

Resolved, That the members of the Association present be delegated with full

powers to complete the plan of organization as presented, and act as corporators, as provided by the laws of the State of Ohio.

Adopted.

By C. P. Leland:

Resolved, That a Committee of three be appointed to confer with the publishers of the several railroad guides, with the view of securing the publication of our time-tables therein free of expense, and of our maps at a cost not to exceed twenty-five dollars per page annually, and to secure, generally, a more efficient and perfect guide.

That further action on the part of the Association, in the matter of publishing a guide, to be suspended for thirty days, within which time said Committee shall report by circular.

Adopted, and Committee appointed, consisting of Messrs. C. P. Leland, W. R. Barr and S. F. Scull.

The articles of incorporation were presented for the signatures of those present, duly signed and sworn to, and sent to Columbus, to be filed in the office of the Secretary of State.

The organization is known as the National Railway Publication Company.

Adjourned to 2 o'clock P.M.

THURSDAY, 2 P.M.

By ——— :

Resolved, That the proposed act for the protection of railroad companies in the carriage of baggage, shall be printed, and five copies be sent to each General Ticket Agent of the prominent railroad lines.

On motion, P. W. Strader was authorized to call a meeting of corporators at such time as might be necessary.

Resolutions of thanks were voted to Messrs. Gazlay and Day, the legal gentlemen who assisted in putting the National Railway Publication Company into legal existence; also, to the Committee appointed to investigate the subject of a railway guide, and who had perfected the plan of organization.

The usual resolution of thanks was voted the Burnet House for courtesies received.

Adjourned.

WM. R. BARR,
President.

SAM'L POWELL,
Secretary.

Report of Special Committee :

NEW YORK, January 9th, 1867.

To the National General Ticket Agents' Association :

Your Committee beg leave to report that they have this day held an interview with Geo. S. Appleton, Esq., of Appleton & Co., and after considerable conversation, he informed us he could not abate the present rates charged railroad companies for insertion of time-tables and maps.

As to the lack of correctness and reliability of Appleton's Guide, he, as heretofore, charged it wholly to the neglect of the railroad companies in forwarding their time-tables.

In our interviews with other parties, we have been unable to obtain any further information of interest to the Association.

Respectfully submitted,

C. P. LELAND,
WM. R. BARR,
S. F. SCULL,
Committee.

WEDNESDAY, 3 P.M.

Passenger and Traveling Agents of the various railroad lines not entitled to seats, were invited to be present during the sessions of the Association.

The resolution of Business Committee of last meeting, recommending the adoption of some rule for the settlement of unsettled military business, which was postponed for action until this meeting, was taken up, and, after a vigorous discussion, was laid on the table.

The Business Committee appointed at previous meeting made the following report :

Your Business Committee beg leave to bring before you the following matters of business, as being worthy of the consideration of the Association :

First. The subject of extra baggage on the following points :

- 1st. What amount may be carried without extra charge.
- 2d. What rate shall be charged for all in excess of that amount ; and how shall the rate be fixed.
- 3d. To adopt some plan for paying on lost baggage where it is checked over several roads, and where the loss cannot be distinctly located.

Second. To adopt such plan as may be necessary to meet the order (No 9, current series) of the Quartermaster General of the United States in regard to transportation.

J. F. BOYD,
C. P. OAKLEY,
ED. WARE,
E. B. BYINGTON.

On motion, the report was accepted and the Committee discharged.

The election of officers being next in order, Messrs. C. P. Leland and B. F. Patrick were nominated for President.

The votes having been cast, and B. F. Patrick having received a majority, he was declared elected President for the ensuing year.

Messrs. J. F. Boyd and C. P. Oakley were nominated for Vice-President.

The votes having been cast, and J. F. Boyd having received a majority of them, he was declared elected Vice-President for the ensuing year.

The report of the Business Committee relative to baggage was taken up, and the following resolutions, offered, by J. W. Cary were adopted :

First. That each passenger be entitled to one hundred pounds of baggage free.

Second. That all excess of one hundred pounds be charged fifteen per cent. per one hundred pounds of first class passenger fare.

Third. That the extra be collected as far as the baggage is checked.

By M. C. Bayles :

Resolved, That it be obligatory on all railroads represented in this Convention to charge fifteen per cent. on extra baggage over one hundred pounds, and report the same upon the basis of ticket divisions to all connecting roads in their monthly ticket reports.

Adopted.

By Wm. R. Barr :

Resolved, That all admitted and unlocated claims for loss or damage to baggage be *pro rated* per rate between the points, and by the line over which it was checked.

Adopted.

Adjourned to 7.30 o'clock P.M.

WEDNESDAY, 7.30 P.M.

That portion of the Business Committee report relative to business with the United States was taken up.

By H. W. Gwinner :

Resolved, That the arrangement made between the railroads and the Government is satisfactory, and that a Committee of three be appointed to correspond with the Quartermaster General, urging the propriety of issuing but one requisition between starting point and destination; and that single tickets be given for each officer or soldier.

Resolved, That these tickets be divided upon the basis agreed upon for regular business, and that the proportions be reported monthly, without regard to collections from Government.

Lost.

By J. W. Cary :

Resolved, That a Committee of three be appointed to confer with the Quartermaster General, and secure the abolishment of the system of transportation orders, and a return to the old cash system of purchasing regular tickets.

Lost.

By C. E. Follett :

Resolved, That we accept the terms offered to us by the Government for the transportation of troops, and that the present mode of furnishing transportation by Quartermasters is entirely satisfactory to us.

Lost.

By E. F. Fuller :

Whereas, The punctual attendance, the uniform courtesy and wise counsels of P. W. Strader, at our frequent meetings, have been productive of great benefit to the railroad interests ; and,

Whereas, we deeply regret his retirement from the railway service ; therefore, be it

Resolved, That as evidence of our profound esteem and appreciation of his merits, we do hereby elect P. W. Strader an honorary member of the National General Ticket Agents' Association.

Resolved, That a copy of this resolution be prepared by the Secretary and forwarded to P. W. Strader.

Adopted.

The following invitation was received from the General Superintendent of the Mississippi & Tennessee Railroad, as also a verbal one of the same tenor from E. D. Frost, General Superintendent of the Mississippi Central Railroad, and the Secretary ordered to acknowledge receipt:

MISSISSIPPI & TENNESSEE RAILROAD,
OFFICE OF GENERAL SUPERINTENDENT,
MEMPHIS, Tenn., March 6th, 1867.

C. P. Oakley, Esq., General Ticket Agent Memphis & Tennessee Railroad :

DEAR SIR—Should the members of the National General Ticket Agents' Asso-

ciation desire to visit New Orleans, we will take pleasure in giving them such facilities and comforts as are in our power.

I would suggest Friday evening, at 5 o'clock, as the time for leaving this place.

Yours, etc.,

A. S. LIVERMORE,
General Superintendent.

By M. C. Bayles:

Resolved, That no road represented in this Convention shall, after having agreed to Conventional rates to common or competing points, change or reduce the same during the recess of this Convention, without first notifying the competing roads, and giving five days' notice of said reduction.

Adopted.

Adjourned to Thursday, at 9.30 o'clock A.M.

THURSDAY, 9.30 A.M.

By A. V. H. Carpenter:

Resolved, That we will accept military tickets for the transportation of troops, payable by the company issuing same, when collected of Government, upon the understanding that all such tickets shall be reckoned at the regular tariff rates of our respective lines; and that the classification shall be expressed on the face of each ticket, which shall conform in that respect to the requisition upon which such ticket is issued; but we prefer separate transportation orders for each road

By F. R. Myers, as a substitute for the resolution of Mr. Carpenter:

Resolved, That no military tickets be issued, and that transportation of troops be confined to first or second class tickets.

All laid on the table.

By A. A. Barnes:

Resolved, First. That the value of baggage to be carried free on a first class ticket be limited to \$250.

Second. That the following be inserted on each ticket: In consideration of the free transportation of the baggage of the holder of this ticket, it is hereby agreed that its weight shall not exceed one hundred pounds, and its value not

exceed \$250. If the holder desires more baggage carried, he can have it done by giving notice to the company, and paying for all excess in weight, and insurance on excess of value.

By James Ferrier, as a substitute:

Resolved, That a Committee, consisting of the following persons, be appointed to consider the baggage question, and be requested to report at 4 o'clock this afternoon: A. A. Barnes, J. F. Boyd, C. E. Follett, F. R. Myers, H. W. Gwinner, W. R. Barr.

James Ferrier was added to the Committee.

On motion, the meeting went into Committee of the Whole on Rates, to report as soon as completed.

THURSDAY, 5 P.M.

Committee reported schedule of rates, which was adopted, to take effect April 1, 1867.

By J. H. Whitman:

Resolved, That the agreements entered into by the Superintendents of the four trunk lines, in reference to rates by the Grand Trunk Railway, be recognized in the tariff to be issued, by making a separate rate by that road to points affected by the agreement.

Lost.

The Committee appointed to consider the question of baggage, made the following report:

Resolved, That the first step necessary to successfully carry out any reform in the present system of checking baggage, or defining the amount of responsibility to be assumed by railroad companies, is to guarantee good faith on the part of all lines, without which any action in the premises is useless.

Resolved, That the most feasible plan for giving a legal notice to the passenger, is to have paper slips printed, showing in plain and decided language the maximum weight of all baggage that may be carried free; what shall constitute baggage, and the maximum sum which all railroad companies are willing to assume as remuneration, should any baggage be lost or destroyed in transit; said printed slip to be furnished the passenger at the time the ticket is purchased, and his attention called thereto.

Resolved, That public notice be also given by printed placards, embodying the spirit of these resolutions.

Your Committee recommend that the printed notice be in the following form :

"The Railroad Company hereby notifies the holder of the accompanying passage ticket that he is entitled to the free carriage of only one hundred pounds weight of baggage; and that for all excess over that amount, fifteen per cent. per one hundred pounds, of first class passage rates, will be charged; and that this company, and the lines represented on said passage ticket, will not be responsible for a sum greater than two hundred and fifty dollars in case of loss or damage to such baggage, unless extra compensation is paid by the passenger for such excess before it is checked. This company will not be responsible for baggage that is not placed in charge of one of its agents."

Report received, and Committee discharged.

Report adopted.

On motion,

Resolved, That this meeting now resolve itself into Committee of the Whole for special business, with closed doors.

Pending the action of the Committee, adjourned to 10 A.M. Friday.

FRIDAY, 10 A.M.

On motion, the International Hotel, Niagara Falls, was voted as the place for holding the fall meeting of 1867.

P. W. Strader having ceased to be an active member of the Association, and consequently of the Executive Committee, C. P. Leland was appointed to fill the vacancy.

By C. E. Follett :

Whereas, In order to secure an early issue of the new guide, proposed to be published under the auspices of the Association, it will be necessary that the several railroad companies provide themselves with maps of their respective lines, of the same size as those now used in Appleton's Guide; therefore,

Resolved, That each General Ticket Agent who desires the map of his line to appear in the guide, will prepare such map at once, subject to the order of the management of the new guide.

By R. A. Gilmore:

Resolved, That the thanks of the Association be, and are hereby, tendered to the Messrs. Cockrell, of the Gayoso House, for the handsome manner in which we have been treated, and especially for the very agreeable party given for our entertainment.

Resolved, That we hold C. P. Oakley in especial remembrance for his uniform kindness and courtesy to us all, individually and collectively.

Messrs. J. A. Burch, J. Charlton, W. L. Doyle, H. Shackell and W. R. Barr were appointed a Business Committee for the next meeting.

Adjourned to the first Wednesday in October, 1867.

B. F. PATRICK,
President.

SAM'L POWELL,
Secretary.

PROCEEDINGS OF CONVENTION OF NATIONAL GENERAL TICKET AGENTS' ASSOCIATION.

NIAGARA FALLS, October 2d, 1867.

Meeting called to order at 11 o'clock A.M., at the International Hotel, by the President, B. F. Patrick.

Messrs. G. A. Dadmun, A. A. Barnes and A. Newman were appointed a Committee on Credentials, who reported the following gentlemen as being in attendance, and entitled to participate in the meetings of the Association :

H. M. WATSON.....	Albany & Susquehanna R. R.
W. B. SHATTUC.....	Atlantic & Great Western "
J. N. BOFINGER.....	Atlantic & Miss. Steamship Co.
JOHN W. BROWN	Baltimore & Ohio "
E. A. FORD.....	Bellefontaine "
C. D. WHITCOMB.....	Boston & Worcester "
J. A. BURCH.....	Buffalo & State Line "
J. W. GORE.....	Camden & Amboy Railroad and Transportation Co.
H. P. BALDWIN.....	Central Railroad Co. of New Jersey
A. NEWMAN.....	Chicago & Alton "
SAM'L POWELL.....	Chicago, Burlington & Quincy "
J. S. HUNT.....	Chicago & Great Eastern "
B. F. PATRICK.....	Chicago & North-Western "
SAMUEL STEVENSON.....	Cincinnati, Hamilton & Dayton "
S. F. PEARSON.....	Cleveland, Columbus & Cincinnati "
J. W. CARY.....	Cleveland, Painesville & Ashtabula "

E. C. LUCE	Cleveland & Toledo R. R.	
F. CHANDLER	Columbus & Indiana Central	"
JAS. R. OGDEN	East Tennessee & Virginia	"
W. R. BARR	Erie Railway	
JAMES CHARLTON	Great Western Railway	
P. B. GROAT	Hannibal & St. Jo.	"
W. P. JOHNSON	Illinois Central	"
JAS. FERRIER	Jeffersonville, Madison & Indianapolis	"
W. L. O'BRIEN, JAMES A. SEMPLE	Little Miami, Col. & Xenia	"
J. F. BOYD	Louisville & Nashville	"
J. G. WILLIAMSON	Louisville, New Albany & Chicago	"
CHAS. F. LOW	Marietta & Cincinnati	"
A. A. BARNES	Memphis & Charleston	"
E. B. BYINGTON	Memphis & St. Louis Packet Co.	
H. C. WENTWORTH	Michigan Central	"
C. P. LELAND	Mich. S. & N. Ind.	"
A. V. H. CARPENTER	Mil. & St. P. and M. & P. du C.	"
G. W. COBB	Mineral Point	"
S. E. CAREY	Mississippi Central	"
C. P. OAKLEY	Mississippi & Tennessee	"
C. L. FITCH	Mobile & Atlanta	"
ISAAC LITTON	Nashville & Chattanooga	"
J. W. ROCKWELL	Nashville & Decatur	"
J. D. MANEY	Nashville & Northwestern	"
ED. WARE	New Orleans, Jackson & Gt. Northern	"
W. L. DOYLE	New York Central	"
H. H. WHEELER	North Missouri	"
CHAS. THOMPSON	North-Western Union Packet Co.	
C. E. FOLLETT	Ohio & Mississippi	"
W. O. LEWIS	Missouri Pacific	"
H. W. GWINNER	Pennsylvania	"
D. M. BOYD, JR.	Philadelphia & Erie (Penn. R. R. lessees)	"
G. A. DADMUN	Philadelphia, Wilmington & Baltimore	"
F. R. MYERS	Pittsburgh, Ft. Wayne & Chicago	"
S. F. SCULL	Pittsburgh, Columbus & Cincinnati	"
H. T. FRARY	Rome, Watertown & Ogdensburg	"
EDWARD VERNON	St. Louis, Alton & Terre Haute	"
E. G. GHIO	Seaboard & Roanoke	"
W. E. MAIN	Toledo, Peoria & Warsaw	"
J. U. PARSONS	Toledo, Wabash & Western	"
J. M. WEBSTER	Union Pacific (Eastern Division)	"
J. F. NETHERLAND	Virginia Central	"
J. M. GRIGGS	Western (Massachusetts)	"
A. J. MEAD	Wenona & St. Peter	"

Minutes of last meeting read and approved.

By F. R. Myers:

Resolved, That when this Convention meets this afternoon, it does so with closed doors.

Adopted.

By S. F. Pierson:

Resolved, That the resolution closing the doors be reconsidered.

Adopted.

Original resolution lost.

Adjourned to 3 o'clock P.M.

3 P.M.

Business Committee stated that no business of sufficient importance had been presented upon which to make a report.

By W. L. Doyle:

Resolved, That the taking up by one line of tickets issued over another, and their return to the office of issue, and there being redeemed, is a practice that is unjust, and should be at once abandoned, and we hereby pledge ourselves to refuse to report such tickets, except as originally issued.

Adopted.

By H. W. Gwinner:

Resolved, That a Committee of five be appointed to correspond with the Quartermaster General, urging the propriety of issuing but one requisition between starting point and destination, and that tickets be given for the requisition.

Lost.

By J. A. Burch:

Resolved, That a Committee of be appointed to wait upon the Quartermaster General, with a view to having separate requisitions issued over each road composing the route over which the requisitions are made, and that single tickets or requisitions only be issued.

By F. R. Myers, as a substitute for the preceding resolution, and accepted as such :

Resolved, That a Committee of be appointed to confer with the Quarter-master General, with a view of having him issue an order requiring all Quarter-masters to issue separate orders to each road for the transportation of troops.

Adopted, and F. R. Myers appointed Committee.

By W. L. Doyle :

Since our last meeting, we have learned with regret of the death of Mr. Lyman A. McClure, General Ticket Agent of the Troy & Boston Railroad ; and while acknowledging the loss sustained by the Company in whose service he labored—and by this Association—we hereby tender to the family and relatives of our late companion our heartfelt sympathy and condolence in their bereavement, and request the Secretary to forward a copy of these resolutions to the friends of the deceased.

Adjourned to Wednesday, 9 o'clock A.M.

WEDNESDAY, 9 A.M.

On motion, the Convention went into Committee of the Whole on Rates, to report as soon as completed.

FRIDAY, 10 A.M.

Committee reported schedule of rates, which was adopted, to take effect November 1, 1867.

By F. Chandler :

Died, by drowning, August 9th, 1867, Colonel Robert A. Gillmore, General Ticket Agent of the Chicago, Rock Island & Pacific Railroad, and Postmaster of the city of Chicago.

The deceased was a member of this Association, of whom it is no exaggeration, *or injustice* to his fellows, to say, that no other was more highly esteemed or per-

sonally better beloved. Though he had been but a short time officially connected with us, he had long been intimately known by many of our number, who recognized his sterling qualities of head and heart, and mourn his loss as that of one kindred by blood.

The circumstances of his death are familiar to all. An evening's enjoyment of his favorite pastime—boating—resulted in the loss of a life of value and promise.

He had scarcely, as one might say, returned to the occupations of peace, after a long and honorable service in the armies of his country, when he was thus taken away. He had braved, in the field, dangers apparently a hundred times greater than the one he that night went to encounter; indeed, to him, exulting in strength and skill, he seemed to be in no peril.

The suddenness of his death adds to the grief of his family and friends. There is a shock, on hearing the intelligence, that remains, leaving an impression deeper than, and different from, that caused by a loss that we are gradually brought to realize by the ravages of disease.

Our friend was open, generous and impulsive to a fault, if such a thing can be; the soul of honor—scorning meanness and untruth; full of sturdy life, and keen in his enjoyments of it. No one possessed in a greater degree the confidence and respect of his fellows. The double trust that was imposed on him at the time of his death, was an index of his standing in the city of his home.

As a proper tribute to the memory of our late associate, be it hereby

Resolved, That by the death of R. A. Gilmore this Association loses a valuable member, respected for his tact and ability in business, and loved and esteemed as a personal friend.

Resolved, That we tender to his family and relatives the expression of our sincere and earnest sympathy in their loss, and of our mourning with them in their great affliction.

Resolved, That the Secretary of this Association furnish the family of the deceased with a copy of these resolutions.

By D. M. Boyd, Jr. :

Resolved, That our thanks are heartily tendered to Mr. Fulton, of the International Hotel, for the hospitable manner in which he has entertained the members of the Convention and their friends.

By A. V. H. Carpenter :

Resolved, That Article 9 of the Constitution be stricken out.

Laid over, under the rule.

On motion, New York was selected as the place for holding the next regular meeting of the Association.

By A. V. H. Carpenter :

Resolved, That a Committee of three be appointed to revise the Constitution and By-Laws of the Association, such Committee to report at the next regular meeting.

A. V. H. Carpenter, B. F. Patrick and Samuel Powell were appointed as said Committee.

Messrs. W. R. Barr, C. H. Kendrick, W. J. Van Arsdale, W. L. Doyle and H. W. Gwinner were appointed a Business Committee for next meeting.

Adjourned to the first Wednesday in March, 1868.

B. F. PATRICK,
President.

SAM'L POWELL,
Secretary.

PROCEEDINGS OF CONVENTION

OF

NATIONAL GENERAL TICKET AGENTS'

ASSOCIATION.

NEW YORK, March 4th, 1868.

The meeting was called to order at 11 o'clock A.M., at the St. Nicholas Hotel, by the President, B. F. Patrick.

W. P. Johnson and D. M. Boyd, Jr., were appointed Committee on Credentials, who reported the following-named gentlemen in attendance, and representing the roads placed opposite their names :

W. B. SHATTUCK.....	Atlantic & Great Western R. R.
JOHN W. BROWN.....	Baltimore & Ohio “
E. A. FORD.....	Bellefontaine “
J. A. BURCH.....	Buffalo & State Line “
L. CARPER.....	Burlington & Missouri River “
H. P. BALDWIN.....	Central R. R. of New Jersey “
H. M. LEE.....	Chicago & Alton “
SAM'L POWELL.....	Chicago, Burlington & Quincy “
B. F. PATRICK.....	Chicago & North-Western “
A. M. SMITH.....	Chicago, Rock Island & Pacific “
SAM'L STEVENSON.....	Cincinnati, Hamilton & Dayton “
T. H. GOODMAN.....	Cincinnati, Sandusky & Cleveland “
S. F. PIERSON.....	Cleveland, Columbus & Cincinnati “
J. W. CARY.....	Cleveland, Painesville & Ashtabula “
F. CHANDLER.....	Columbus, Chicago & Indiana Central “
W. J. PHELPS.....	Connecticut River “
WM. R. BARR.....	Erie Railway “
JAMES CHARLTON.....	Great Western Railway of Canada

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W. J. PHELPS.....	Connecticut River “
WM. R. BARR.....	Erie Railway
JAMES CHARLTON.....	Great Western Railway of Canada

P. B. GROAT.....	Hannibal & St. Joseph R. R.	
C. H. KENDRICK.....	Hudson River	"
W. P. JOHNSON.....	Illinois Central	"
A. E. CLARK.....	Indianapolis, Cincinnati & La Fayette	"
W. T. CLARK.....	Indianapolis & St. Louis	"
JAS. FERRIER.....	Jeff., Mad. & Ind.	"
W. L. O'BRIEN.....	Little Miami, Col. & Xenia	"
W. H. KING.....	Louisville & Nashville	"
E. B. BYINGTON.....	Memphis & St. Louis Packet Co.	"
C. E. NOBLE.....	Michigan Central	"
A. V. H. CARPENTER.....	Milwaukee & St. Paul	"
C. L. FITCH.....	Mobile & Atlanta	"
ISAAC LITTON.....	Nashville & Chattanooga	"
E. S. YOUNG.....	Northern Central	"
H. H. WHEELER.....	North Missouri	"
WM. RHODES.....	North-Western Union Packet Co.	"
C. E. FOLLETT.....	Ohio & Mississippi	"
H. W. GWINNER.....	Pennsylvania	"
JOHN C. HEWITT.....	Peoples' Line Steamers	"
D. M. BOYD, JR.....	Philadelphia & Erie (Penn. R. R. lessees)	"
G. A. DADMUN.....	Phil., Wil. & Baltimore	"
F. R. MYERS.....	Pittsburgh, Ft. Wayne & Chicago	"
S. F. SCULL.....	Pittsburgh, Columbus & Cincinnati	"
H. T. FRARY.....	Rome, Watertown & Ogdensburg	"
H. C. GODDELL.....	Toledo, Wabash & Western	"
J. M. WEBSTER.....	Union Pacific (Eastern Division)	"
A. J. MEAD.....	Winona & St. Peter	"

Minutes of last meeting read and approved.

On motion, adjourned to 3 P.M.

3 P.M.

F. R. Myers, the Committee appointed at last meeting to wait on the Quartermaster General of the United States, reported progress, and that a representative for the Quartermaster's Department will be present at this meeting, and confer with members as to *the object to be attained.*

Committee on Revision of Constitution and By-Laws were allowed further time to make their report, owing to the non-arrival of the Chairman.

The election of officers being in order, D. M. Boyd, Jr., and H. H. Wheeler were appointed tellers.

On the first ballot for President, A. V. H. Carpenter received all the votes, and was therefore declared elected President for the ensuing year.

For Vice-President, C. L. Fitch received a majority of the votes cast, and was declared elected to that office for the ensuing year.

In the absence of the President, the Vice-President took the chair.

By F. R. Myers:

Resolved, That this Convention decide upon some fixed policy relative to transporting passengers and delegates to conventions at reduced rates, and a Committee of five be appointed by the Chair to submit a basis of rates.

The Chair appointed Messrs. Myers, Gwinner, Follett, Patrick and Pierson as such Committee.

The resolution was subsequently withdrawn.

The revision of the schedule of through rates was taken under consideration, but before completion, the Convention adjourned to 10 o'clock A.M. of the 5th.

MARCH 5th, 10 A.M.

The consideration of rates was postponed, and, for the information of absent members, the minutes of previous meetings were read.

The Committee on Revision of the Constitution and By-Laws made a report, submitting a draft of a new Constitution and By-Laws, which was *accepted*, and the Committee discharged.

This report will be found in the Constitution and By-Laws, as printed with these proceedings, as they were adopted with little amendment. Unfortunately for the Secretary, the copy of the Constitution and By-Laws on which most of the amendments were noted, was either taken from the table at the meeting, or was lost; at all events, when he came to write up the records, it could not be found. He has taken the original report and made all the corrections that he could think of, and also consulted such members as he could reach, and begs the indulgence of the Association for the mishap, and asks that it be taken up at the next meeting and be made perfect. The loss of the copy will also be his excuse for not giving full details of the proceedings in adopting them.

By D. M. Boyd:

Resolved, That the question of Government transportation be referred to a Committee consisting of Messrs. Johnson, Gwinner, Myers, Clark, Kendrick and Litton, and that they be instructed to confer with Brigadier General Rufus Ingalls, who will be present at this meeting as the representative of the Quartermaster General, and to report upon some plan for conducting this business which shall give the Government the benefit of through rates, and shall facilitate the settlement of accounts with the Government, so that regular first class tickets may be issued and reported in the month they are issued.

Adopted.

On motion, adjourned to 3 o'clock P.M.

3 P.M.

The President in the chair.

Article 7 of the new Constitution provides for an Executive Committee, and, on motion, the Association proceeded to ballot for the same, which resulted in B. F. Patrick being chosen for the long term, D. M. Boyd, Jr., for the intermediate term, and S. F. Pierson for the short term, and they were accordingly declared elected as stated.

The roll of members being called to decide upon the place for

holding the next meeting, St. Louis received a majority of all the members in attendance, and was declared as the place for holding the next regular meeting.

The consideration of rates was further postponed to 10 o'clock A.M. of the 6th.

The Committee to confer with General Ingalls made a partial report, and asked that time be given in which to perfect the report; and, on motion of E. A. Ford, the matter was made a special order for Friday morning.

On motion,

Resolved, That the salary of the Secretary be five hundred dollars per annum, to be assessed *pro rata* upon the lines entitled to representation in this Association, as heretofore.

By C. L. Fitch:

Resolved, That as it is within the knowledge of the members of this Association that imposition has been practiced on many railroads by persons representing themselves as Passenger Agents, who have no authority so to do, that Presidents and Superintendents are, by this Association, requested not to grant passes to, or recognize in any way as railroad agents, any persons who are not provided with letters of authority from the President, Superintendent, or some known officer of the road they profess to represent.

Adopted.

On motion, adjourned to 10 o'clock A.M. Friday, 6th.

MARCH 6th, 10 A.M.

The Committee of Conference with General Ingalls made the following report, which was accepted, and the Committee discharged:

The Committee appointed to confer with Major-General Ingalls, relative to the adoption of some plan for simplifying the present method of settlement with the Government for the transportation of troops, beg leave to make the following report, which, if approved by the Association, they would suggest should be transmitted by the Secretary to General Ingalls, with the request that the Quartermaster General issue such orders as will give the matter his official sanction:

Experience having demonstrated that it is impracticable to furnish the accounting officers of the Government detailed divisions of through rates between points that troops are carried, the adoption of single transportation orders in the territory north of the Baltimore & Ohio Railroad, the Ohio river, the Pacific Railroad of Missouri, and the Pacific Railroad (E. D.), to be surrendered, before starting, to the Company to which they are addressed, and through first class tickets given in exchange, after receipts are signed for the distance covered by such tickets, would obviate all necessity for a knowledge of the subdivisions of through rates by Government officers. When collections are made upon these orders, a certificate from the officer in charge of the passenger department should be appended to each bill, setting forth that the rates charged are the same as were current when the tickets were issued. Prompt settlement should be made by the Government, in order that the tickets issued on military transportation orders be reported with no more delay than those sold for cash.

As cases may arise, however, when it would be impracticable to issue through orders, we see no objection to accepting the proportions due each road on first class tickets, when such separate orders may be necessary, if the destination is stated thereon; provided the roads are not called upon to furnish divisions in detail, but only a certificate from the officer in charge of the passenger business that the through rates and proportions so claimed are the same as are customary in settlements with connecting lines.

As cases may arise preventing the use of tickets, or parts of tickets, issued on account of through requisitions, the proportional value of such whole or fractional tickets may be deducted from the transportation account of the road issuing them, if returned to the officer issuing the through requisition.

All transportation orders should be addressed to the Company by whom the tickets are to be issued; and payments upon these orders should be made only to the road so addressed.

HENRY W. GWINNER,

General Passenger Agent Pennsylvania Central Railroad.

W. P. JOHNSON,

General Passenger Agent Illinois Central Railroad.

C. H. KENDRICK,

General Passenger Agent New York Central Railroad.

F. R. MYERS,

General Ticket Agent Pittsburgh, Ft. Wayne & Chicago Railroad.

W. T. CLARK,

General Passenger Agent Indianapolis & St. Louis R. R. Line.

ISAAC LITTON,

General Ticket Agent Nashville & Chattanooga Railroad.

The schedule of rates, as revised, was reported, and, on motion, it was resolved that they be adopted, to take effect May 1st, 1868.

By H. H. Wheeler :

Resolved, That the Convention proceed to a division of the through rates that have been adopted at this meeting.

Lost.

By H. H. Wheeler :

Resolved, That in future, divisions of through rates shall be made at the same meeting at which said through rates are adopted, and immediately following the adoption of said through rates.

Adopted.

By H. H. Wheeler :

Resolved, That the report made by the Committee appointed to confer with the agent of the Government, to better regulate the issue and report of military tickets, be printed by the Secretary, and copies of the same be furnished to each General Ticket Agent.

Laid on the table.

Adjourned *sine die*.

A. V. H. CARPENTER,
President.

SAM'L POWELL,
Secretary.

CONSTITUTION.

ARTICLE 1. The Association hereby constituted shall be styled the "GENERAL TICKET AGENTS' ASSOCIATION."

ARTICLE 2. The Association shall be composed only of General Ticket Agents, or other officers in charge of the passenger department of the several railway and transportation lines entitled to representation, as provided in Article 3.

ARTICLE 3. Each railway corporation and transportation line in the United States and Canada, issuing tickets over, or receiving tickets from, other railway and transportation lines, shall be entitled to one representative in this Association.

ARTICLE 4. No one shall be considered a member of this Association, unless he bear a certificate from the President, Superintendent or Manager of his respective road or transportation line, indorsing him as the General Ticket Agent, or entitled to act in that capacity. Any person so certified to, at the time of his connection with the Association, shall be considered a member until he be superseded or suspended.

ARTICLE 5. The objects of this Association are:

First. To make rates for the transportation of passengers, and arrange the proportions of same between the lines in interest.

Second. To regulate the matter of extra baggage, and the charges thereon, with the division thereof between the several lines interested.

Third. To discuss all matters pertaining to the joint business of the ticket department, to promote good understanding, and an amicable adjustment of all differences.

ARTICLE 6. The Association shall hold two stated meetings in each year, at such times as may be fixed in the By-Laws. The location, except in cases of emergency to be provided for in the By-Laws, shall be designated by each preceding meeting, by a majority of all the members in attendance at such meeting. Each member, when his name is called, shall designate the place of his choice, and the place named by a majority in attendance shall be fixed as the place for holding such meeting.

ARTICLE 7. The officers of this Association shall be a President, Vice-President, Secretary, and an Executive Committee of three. The President and Vice-President shall be elected annually, at the regular spring meeting. The Secretary elect shall serve until his successor is elected. The Executive Committee shall be elected and hold office, respectively, as follows: One until the fall meeting in 1868, one until the spring meeting in 1869, and one until the fall meeting in 1869; and at each regular meeting of the Association, hereafter, one member of the Committee shall be elected, who shall hold his office for the term of one year and six

months, or for *three* regular meetings of the Association. Each of the officers shall be elected by ballot, and the person receiving a majority of all the votes cast shall be declared elected to the office, and serve until his successor shall be elected. No one, who is not a member of the Association, shall be eligible to any office, nor hold office longer than he continues a member thereof.

ARTICLE 8. *First.* It shall be the duty of the President to preside at the meetings of the Association; to take the vote on all questions of debate; to preserve order, and appoint all committees, except as herein provided; and perform such other duties as the By-Laws shall prescribe.

Second. It shall be the duty of the Vice-President to preside during the absence of the President; and, in case of the disability of the President from any cause, to act as President during the continuance of such disability.

ARTICLE 9. It shall be the duty of the Secretary to keep correct minutes of the proceedings of each meeting, and to publish the same after each session of the Convention. He shall also notify each member, by circular, of the time and place of each meeting, and attend to all other duties pertaining to the office.

ARTICLE 10. It shall be the duty of the Executive Committee to prepare a synopsis of the business requiring consideration by each meeting, and report same as soon as the meeting is organized; to settle all questions arising under this Constitution, or the By-Laws of the Association, in vacation, and report their acts to the next regular meeting of the Association, for approval or revision by the same; to call special meetings when the majority of the Committee deem necessary, under such regulations as may be provided in the By-Laws; to fill any vacancy in their own board happening in vacation; to appoint a Secretary *pro tem.*, in case of the disability or disqualification of the Secretary in vacation; and, in case of the disability or disqualification of both President and Vice-President in interim of meetings, the Chairman of Committee shall be *ex-officio* President until the next regular meeting.

ARTICLE 11. Fifteen members shall constitute a quorum to do business; but a less number may adjourn from time to time.

ARTICLE 12. The public use of intoxicating liquors during the continuance of this Association is discountenanced. Any member guilty of intoxication during such session may be expelled, as provided for in the By-Laws.

ARTICLE 13. The Association may adopt By Laws for the regulation of its proceedings, and enforcing the provisions of this Constitution: *Provided*, that the same shall not conflict with the true intent hereof.

ARTICLE 14. This Constitution can be changed only by amendment, to be offered at any Convention, and adopted at the next Convention by a vote of two-thirds of the members then present.

B Y - L A W S .

SECTION 1. The regular semi-annual Convention of this Association shall be holden on the first Wednesday of April and October of each year, at 11 o'clock A.M.: provided that, upon the application in writing of fifteen members of the Association, through the Executive Committee, to the President, for a meeting of the Association to be holden within thirty days of the times above specified, the President shall call such meeting at the time and place requested in such call; and when such meeting is organized, it may, by vote of two-thirds of the members in attendance, be declared the semi-annual meeting, in place of the regular appointed meeting. Ten days' notice shall be given of such meeting to all the members of the Association.

SEC. 2. When special meetings are called by the Executive Committee, under Article 10 of Constitution, fifteen days' notice shall be given of the same, specifying the time, place and object thereof; and no matter shall be acted on or discussed thereat other than is embraced in the call.

SEC. 3. The Conventions shall be called to order promptly at the hour named in Section 1, by the President, who shall appoint a Committee on Credentials, consisting of three, who shall at once proceed in the discharge of their duties. If a quorum shall be declared present, the Convention shall immediately proceed to business. If no quorum shall be present, those assembled may adjourn, not to exceed twenty-four hours, at the expiration of which time, if no quorum is present, the Convention shall be adjourned *sine die*.

SEC. 4. The order of business at regular meetings shall be as follows:

First. Election of the prescribed officers.

Second. Locating next regular meeting.

Third. Making passenger rates.

Fourth. Consideration of report of Executive Committee on business matters.

Fifth. Miscellaneous.

SEC. 5. Reports of Committees, and resolutions offered for consideration, shall always be in writing; and on request of Chairman, or any member, the maker of any motion shall reduce the same to writing before it shall be entertained.

SEC. 6. The proceedings of the Conventions shall be conducted in accordance with parliamentary rules.

SEC. 7. Passenger rates shall be arranged and fixed in open Convention. The privilege of fixing the rate between any two given points is conceded to the representatives of the short line between said points, *such short line being construed to mean that line the aggregate of whose locals produces the lowest through rate.* And when such through rate is so fixed, it shall be accepted by all other lines represented in this Association; nor shall any reduction be made from such rate, except upon protest, in open Convention, when the Association shall decide the points at issue; or upon

thirty days' notice to the Executive Committee, in vacation, whose duty it shall be to take such action in the premises, either by calling a special meeting or otherwise, as they may think necessary. This privilege of fixing rates applies to all classes of fares—and long lines shall not be permitted to make rates for any class of passenger business below those fixed by the short line—and applies to the transportation of soldiers, opera troupes, and other kindred associations, equally with regular first and second class business.

Sec. 8. It shall be the duty of the Executive Committee, at each regular meeting of the Association, to make inquiry whether any member has violated any provision of the Constitution or By-Laws, and report the same, if any, to the Convention, in writing, when it shall be the duty of the President to cause a copy of the same to be furnished to the accused, together with a summons to appear forthwith before the Convention to answer to the charges. If the accused shall appear and answer, or appear and refuse to answer, or shall refuse or neglect to appear and answer, in either case the hearing shall proceed at once, the President to act as judge, who shall appoint some member of the Association as prosecutor on the part of the Association; and the accused may appear for himself, or by some member of the Association, as his attorney. A call of the roll shall be made, and two-thirds (exclusive of the one making the charge, and witnesses) of the members in attendance at the Convention, shall be present. If two-thirds are not present, it shall be the duty of the President to send for absentees, until the required number shall be present. No member shall be allowed to leave the room after the charge is made until the case is finally disposed of, unless an adjournment is voted. If an adjournment is voted before the case is disposed of, it shall be the duty of every member present at the time of adjournment to appear promptly at the time to which the adjournment is made, under penalty of being fined.....dollars, at the pleasure of the Association. All evidence shall be taken in writing, and signed by the witness after examination and cross-examination. At the conclusion of the evidence, the Chairman shall put the question, "Guilty, or not guilty?" to the Convention, and each member shall rise when his name is called, and answer distinctly, and his answer shall be a part of the record. If a majority shall answer "*Guilty*," it shall be the duty of the President to immediately pronounce such sentence as shall be awarded by the Association. If a majority shall answer "*Not guilty*," the President shall immediately announce that, "....., having been on trial for a violation of the Constitution, and after a full and impartial investigation been acquitted of the charge, is still entitled to all the rights and privileges of membership in this Association."

Sec. 9. If any member of the Association shall be guilty of giving false evidence in any trial provided in Sec. 8, or shall procure the same to be given, or shall maliciously, and without probable cause, complain of, or procure any member to be complained of, for any violation of the Constitution, such member, upon conviction thereof before the Association, shall be expelled, and forever be incapacitated as a member of the same.

SEC. 10. None but members of the Association shall be present at the meetings of same, or of any Committee thereof.

SEC. 11. Any proposition, invitation or resolution that does not pertain to the legitimate business of the Association, shall not be entertained.

SEC. 12. Whenever changes are made in the ticket or accounting departments of any road, it shall be the duty of such road to give immediate notice to the Secretary of such change.

SEC. 13. Any member appointed on a Committee shall serve, unless excused by the Convention.

SEC. 14. Every member of the Convention present shall be governed by its action, unless his dissent be publicly made known, and reasons given prior to the passage of the resolution; and absent members will be required to notify the Executive Committee of their dissent within thirty days after adjournment. Any resolution adopted affecting any provision in these By-Laws, shall be considered a standing rule, and be published with the report of proceedings of each meeting.

SEC. 15. These By-Laws may be altered or amended at any regular meeting of the Association, by a vote of two-thirds of the members present.

PROCEEDINGS OF CONVENTION
OF
NATIONAL GENERAL TICKET AGENTS'
ASSOCIATION.

CLEVELAND, June 9th, 1868.

Special meeting, called to order at the Kennard House, Cleveland, by the President, A. V. H. Carpenter.

The following call for the meeting was read by the Secretary:

GENERAL TICKET AGENTS' ASSOCIATION,
SECRETARY'S OFFICE,
CHICAGO, May 23, 1868.

, G. T. A.:

You are hereby notified that a special meeting of the General Ticket Agents' Association will be holden at the Kennard House, Cleveland, on Tuesday, June 9th, 1868, at 11 o'clock A.M., for the purpose of adjusting passenger rates, and making divisions of same, and also to transact any business that may properly come before the meeting. Indications are, that, with proper effort, the present discord in rates may be harmonized; and it is therefore earnestly hoped that every member will see the importance of being present, because the whole schedule will need to be revised, and every one has an interest in it.

B. F. PATRICK,
D. M. BOYD, JR.,
S. F. PIERSON,
Executive Committee.

SAM'L POWELL, *Secretary.*

The President appointed James Ferrier, W. P. Johnson and C. P. Leland the Committee on Credentials, who reported the following gentlemen present, representing the corporations named:

W. B. SHATTUC.....	Atlantic & Gt. Western R. R.
L. M. COLE.....	Baltimore & Ohio "
SAM'L POWELL.....	Chicago, Burlington & Quincy "
SAM'L STEVENSON.....	Cincinnati, Hamilton & Dayton "
S. F. PIERSON.....	Cleveland, Columbus, Cincinnati & Indianapolis "
J. W. CARY.....	Cleveland, Painesville & Ashtabula "
F. CHANDLER.....	Columbus, Chicago & Indiana Central "
AUG. PALM.....	Detroit & Milwaukee "
O. H. P. ROGAN.....	East Tennessee & Georgia "
JAMES CHARLTON.....	Great Western "
P. B. GROAT.....	Hannibal & St. Joseph "
W. P. JOHNSON.....	Illinois Central "
F. B. LORD.....	Indianapolis, Cincinnati & La Fayette "
JOHN S. GARLAND.....	Indianapolis & St. Louis "
JAMES FERRIER.....	Jeffersonville, Madison & Indianapolis "
W. L. O'BRIEN.....	Little Miami, Columbus & Xenia "
W. H. KING.....	Louisville & Nashville "
THOMAS FRAZER.....	Michigan Central "
C. P. LELAND.....	Michigan Southern & Northern Indiana "
A. V. H. CARPENTER.....	Milwaukee & St. Paul "
C. L. FITCH.....	Mobile & Atlanta "
A. A. BARNES.....	Memphis & Charleston "
E. A. LEVY.....	Memphis & Little Rock "
ISAAC LITTON.....	Nashville & Chattanooga "
E. S. YOUNG.....	Northern Central "
J. H. WINGFIELD.....	New Orleans, Jackson & Great Northern "
C. E. FOLLETT.....	Ohio & Mississippi "
H. W. GWINNER.....	Pennsylvania "
D. M. BOYD, JR.....	Philadelphia & Erie (Penn. R. R. lessees) "
F. R. MYERS.....	Pittsburgh, Ft. Wayne & Chicago "
H. C. GOODELL.....	Toledo, Wabash & Western "

After some discussion in regard to the schedule of rates, H. W. Gwinner moved that the meeting adjourn to 4 o'clock P.M.

Adopted.

4 P.M.

The following additional corporations were reported as present, represented by the gentlemen named:

THEO. HORNER.....	Atlantic & Mississippi Steamship Line
L. M. COLE.....	Baltimore & Ohio R. R.
T. H. GOODMAN.....	Cincinnati, Sandusky & Cleveland “
S. F. SCULL.....	Pittsburgh, Cincinnati & St. Louis “
W. E. MAIN.....	Toledo, Peoria & Warsaw “
JOHN U. PARSONS (in place of H. C. GOODELL).....	Toledo, Wabash & Western “

F. R. Myers moved,

That a Committee of five be appointed to consider and report a basis for the revision of the schedule of rates adopted at New York, in March.

Lost.

S. F. Pierson moved,

That the schedule of rates be taken up and adjusted.

Adopted.

The schedule of rates was then taken up, and revisions made to various points.

C. E. Follett moved,

That the meeting adjourn to 10 A.M. on Wednesday, the 10th instant.

Adopted.

WEDNESDAY, 10 A.M.

The following additional corporations were reported as present, and represented by the gentlemen named:

A. NEWMAN.....	Chicago & Alton R. R.
H. P. BALDWIN.....	Central R. R. of New Jersey
R. A. MORRIS.....	Terre Haute & Indianapolis R. R.

The schedule of rates being the special order of business, it was again taken up, and was under consideration until 1 P.M., when S. F. Pierson moved that the meeting adjourn to 2 P.M.

Adopted.

2 P.M.

A. V. H. Carpenter moved the adoption of the following resolution:

Resolved, That the "Traveler's Official Railway Guide," issued by Messrs. Wheeler & Vernon, meets our approbation, in the main; that the principle adopted by the publishers in charging nothing for time-tables, is eminently just; that we will support them so long as they adhere to the terms announced in their specimen number, and will not support any guide not equally liberal, after existing engagements expire.

Adopted, and Secretary ordered to send Messrs. Wheeler & Vernon a copy of the same.

F. R. Myers moved,

That when this meeting adjourns, it adjourn to meet at the St. Nicholas Hotel, in New York City, on Tuesday, 23d instant, at 10 o'clock A.M., to arrange proportions, and arrange a basis of emigrant rates.

Lost.

S. F. Pierson moved,

That when this meeting adjourns, it does so to meet at 10 A.M. Thursday, to arrange the divisions of rates made.

Adopted.

H. W. Gwinner moved,

That the rates adopted at this meeting take effect July 1st, 1868.

Adopted.

By Samuel Powell:

Having learned that R. M. N. Taylor, the efficient Superintendent of the Kennard House, is about to retire into private life, and feeling that in our visits to Cleveland we shall miss his ever-pleasing face, we desire to place upon our records something more than an empty compliment for the extreme courtesy which has ever greeted us; therefore,

Resolved, That the thanks of the General Ticket Agents' Association are hereby tendered to him for the generous treatment we have ever received at his hands, and regret that we shall no more see him as "mine host."

Adopted.

THURSDAY, 10 A.M.

In view of the difficulty of making divisions, owing to the non-attendance of the representatives of the New York Central and Erie Railroads, it was

Moved by C. E. Follett,

That we adjourn to meet in Cleveland, for the purpose of further adjusting rates, making divisions of the same, and to transact any other business that may properly come before the meeting, at such day in July as may be designated by the General Ticket Agents of the four trunk lines, the call to be made by the Executive Committee, in the usual form.

H. W. Gwinner moved to amend by substituting Philadelphia for Cleveland.

The resolution, as amended, was then adopted.

A. V. H. Carpenter moved,

That the schedule of rates, as amended, be published, and also the proceedings of this meeting, in the usual form.

Adjourned.

A. V. H. CARPENTER,
President.

SAM'L POWELL,
Secretary.

In pursuance of the resolution adopted at Cleveland, June 11, 1868, the General Ticket Agents of the trunk lines issued the following notice :

NEW YORK, June 29th, 1868.

In accordance with the resolution adopted at a called meeting of the National General Ticket Agents' Association, held in Cleveland, June 10th, 1868, the undersigned have named Tuesday, July 14th, 1868, at 12 o'clock, noon, at the Continental Hotel, Philadelphia, as the time and place for holding a meeting at which divisions will be made of the rates taking effect July 1st, 1868.

C. H. KENDRICK,
General Passenger Agent New York Central Railroad.

W. R. BARR,
General Passenger Agent Erie Railway.

L. M. COLE,
General Ticket Agent Baltimore & Ohio Railway.

HENRY W. GWINNER,
General Passenger Agent Pennsylvania Central Railroad.

Subsequently the following notice was issued :

NEW YORK, July 11th, 1868.

The proposed meeting for division of rates, at the Continental Hotel, Philadelphia, July 14th, 1868, has, at the request of the lines between Buffalo and Chicago, been postponed until Tuesday, July 28th, at the same hour and place.

C. H. KENDRICK,

General Passenger Agent New York Central Railroad.

W. R. BARR,

General Passenger Agent Erie Railway.

L. M. COLE,

General Ticket Agent Baltimore & Ohio Railway.

HENRY W. GWINNER,

General Passenger Agent Pennsylvania Central Railroad.

The time and place of meeting having been again changed, the following notice was issued:

NEW YORK, July 20th, 1868.

DEAR SIR: The following message has been sent you by wire to-day, to-wit:

In view of the proposed meeting of General Managers at Niagara Falls on the 22d instant, and for the purpose of saving time, we have, by request, decided to again change the time of our proposed division meeting from Philadelphia, on the 28th, to Thursday, the 28d instant, at the International Hotel, Niagara Falls.

C. H. KENDRICK,

General Passenger Agent New York Central Railroad.

W. R. BARR,

General Passenger Agent Erie Railway.

L. M. COLE,

General Ticket Agent Baltimore & Ohio Railway.

HENRY W. GWINNER,

General Passenger Agent Pennsylvania Central Railroad.

PROCEEDINGS OF CONVENTION
OF
NATIONAL GENERAL TICKET AGENTS'
ASSOCIATION.

NIAGARA FALLS, July 23d, 1868.

The following members were in attendance :

Messrs. J. A. Burch, Sam'l Powell, S. F. Pierson, J. W. Cary, F. Chandler, W. R. Barr, J. E. Martin, J. Charlton, Jas. Ferrier, W. H. King, C. E. Follett, H. W. Gwinner, D. M. Boyd, Jr., and F. R. Myers.

Fifteen members being necessary to form a quorum for the transaction of business, the meeting was not organized.

The schedule of rates adopted at Cleveland being very incomplete, on account of rates being left out, and others incorrect, it was revised by those present, hoping their action would be approved by the absent members.

SAM'L POWELL,

Secretary.

PROCEEDINGS OF CONVENTION OF NATIONAL GENERAL TICKET AGENTS' ASSOCIATION.

ST. LOUIS, October 7th, 1868.

The meeting was called to order by the President, A. V. H. Carpenter.

C. E. Follett, W. H. King and John W. Brown were appointed Committee on Credentials, who reported the following corporations as being represented by the gentlemen named :

H. P. BALDWIN.....	Allentown Line
W. B. SHATTUC.....	Atlantic & Great Western R. R.
JOHN W. BROWN	Baltimore & Ohio "
A. E. TOUZALIN.....	Burlington & Missouri River "
SAM'L POWELL.....	Chicago, Burlington & Quincy "
B. F. PATRICK.....	Chicago & North-Western "
A. M. SMITH.....	Chicago, Rock Island & Pacific "
SAMUEL STEVENSON.....	Cincinnati, Hamilton & Dayton "
J. A. PERKINS.....	Cincinnati & Indianapolis Junction "
F. CHANDLER.....	Columbus, Chicago & Indiana Central "
O. H. P. ROGAN.....	East Tennessee & Georgia "
J. E. MARTIN.....	Evansville & Crawfordsville "
P. B. GROAT.....	Hannibal & St. Jo. "
W. P. JOHNSON.....	Illinois Central "
JAS. FERRIER.....	Jeffersonville, Madison & Indianapolis "
W. L. O'BRIEN.....	Little Miami, Col. & Xenia "
W. H. KING.....	Louisville & Nashville "

A. A. BARNES.....	Memphis & Charleston R. R.
E. B. BYINGTON.....	Memphis & St. Louis Packet Co.
H. C. WENTWORTH.....	Michigan Central “
C. P. LELAND.....	Mich. S. & N. Ind. “
A. V. H. CARPENTER.....	Milwaukee & St. Paul “
D. B. MOREY.....	Mississippi Central “
C. P. OAKLEY.....	Mississippi & Tennessee “
A. W. MILLSPAUGH.....	North Missouri “
C. E. FOLLETT.....	Ohio & Mississippi “
W. O. LEWIS.....	Missouri Pacific “
H. W. GWINNER.....	Pennsylvania “
F. R. MYERS.....	Pittsburgh, Ft. Wayne & Chicago “
S. F. SCULL.....	Pittsburgh, Cincinnati & St. Louis “
C. D. WHITCOMB.....	Union Pacific “
J. M. WEBSTER.....	Union Pacific (Eastern Division) “
C. G. PIERCE.....	United States Mail Line
A. J. MEAD.....	Wenona & St. Peter “

Minutes of last meeting read and approved.

The President declared as the first business in order the election of a member of the Executive Committee in place of S. F. Pierson, whose term of office expires with this meeting, and appointed Messrs. Leland and Johnson tellers.

On balloting, James Ferrier received 22 votes, A. A. Barnes 3 votes, and C. P. Leland 1 vote.

The President announced that James Ferrier had been elected a member of the Executive Committee, as provided in Article 7 of the Constitution.

By W. B. Shattuc :

Resolved, That Section 10 of the By-Laws be suspended, and that the Passenger Agents of the various lines, who wish, be allowed to meet with the Association at this meeting.

Adopted.

The next business in order being the selection of the place for holding the next regular meeting, the roll was called, and, after several calls, Chicago received a majority of the votes, and was announced as the place for holding the spring meeting of 1889.

By C. P. Leland:

Resolved, That we adjourn till 9.30 to-morrow morning, and that, meantime, each member hand to the Secretary any changes in rates that he may desire, it being understood that present rates are continued unless altered.

Lost.

The making of passenger rates being next in order, the schedule was taken up and revisions made thereon.

Adjourned to 9 A.M. Thursday.

THURSDAY, 9 A.M.

Additional corporations represented:

E. A. FORD.....	Cleveland, Columbus, Cincinnati & Indianapolis R. R.
A. E. CLARK.....	Indianapolis, Cincinnati & La Fayette "
JOHN S. GARLAND.....	Indianapolis & St. Louis "
R. A. MORRIS.....	Terre Haute & Indianapolis "

By C. P. Leland:

That the vote selecting Chicago as the place for holding the next regular meeting be reconsidered.

Adopted.

The roll was then called, and New York received a majority of the votes, and was declared the place for holding the spring meeting of 1869.

The schedule of rates was again taken up, and further revisions made.

Adjourned to Friday, at 9 o'clock A.M.

FRIDAY, 9 A.M.

Additional corporations represented :

A. NEWMAN.....	Chicago & Alton R. R.
JAMES CHARLTON.....	Great Western "
J. S. FORE.....	Missouri Valley "

By H. W. Gwinner:

Resolved, That the Travelers' Official Railway Guide be considered the recognized organ of this Association; that we pledge ourselves to give it our unqualified support so long as it continues to be edited on the same correct principles, and with the same regard to the interests of the railway companies as now; that the success which has attended its publication hitherto fully justifies the confidence which we placed in Ed. Vernon's ability to conduct its editorial department, and that we guarantee to support him in his efforts to render the Official Guide a first class and reliable publication.

Resolved, That the Secretary of the Association be authorized to furnish a correct list of the names of General Ticket Agents and officers connected with the passenger departments of the principal railways, for regular insertion in all future issues of the Travelers' Official Guide, and to discontinue their publication in pamphlet form.

Resolved, That the Secretary be authorized to contract with Ed. Vernon, at a rate not exceeding fifty dollars per page per annum, for the publication of the list of railway officers, and to collect the cost thereof by assessing each line *pro rata*, on the same basis as other expenses are collected.

Adopted.

By W. B. Shattuc:

Resolved, That the thanks of this Association are hereby tendered to H. C. Creveling, Superintendent of the St. Louis Transfer Company, for his kindness in furnishing omnibuses for the use of members and friends to and from the fair grounds and other places, and the Secretary is hereby directed to furnish Mr. Creveling with a copy of this resolution.

Adopted.

By James Ferrier:

Resolved, That the thanks of this Association are hereby tendered to the Missouri Historical Society, of St. Louis, for their courtesy in allowing us, through their officers, the use of their rooms in the Polytechnic Institute during our present

session. The Secretary is directed to send a copy of this resolution to General Ranney, Secretary of said Society.

Adopted.

The schedule of rates was again taken up, and after further revision was adopted, to take effect November 1st, 1868.

Adjourned.

A. V. H. CARPENTER,
President.

SAM'L POWELL,
Secretary.

PROCEEDINGS OF CONVENTION OF NATIONAL GENERAL TICKET AGENTS' ASSOCIATION.

NEW YORK, April 7th, 1869.

The meeting was called to order at the St. Nicholas Hotel, by the President, A. V. H. Carpenter, in the chair.

The Committee on Credentials reported the following-named gentlemen in attendance, and representing the roads placed opposite their names :

S. E. MAYO.....	Albany & Susquehanna R. R.
H. P. BALDWIN.....	Allentown Line
S. P. DU SHANE.....	Arkansas U. S. Mail Packets
L. M. COLE.....	Baltimore & Ohio "
J. M. GRIGGS.....	Boston & Albany "
J. A. BURCH.....	Buffalo & Erie "
A. NEWMAN.....	Chicago & Alton "
SAM'L POWELL.....	Chicago, Burlington & Quincy "
B. F. PATRICK	Chicago & North-Western "
A. M. SMITH.....	Chicago, Rock Island & Pacific "
S. F. PIERSON.....	Cleveland, Columbus, Cincinnati & Indianapolis "
W. C. CLELAND.....	Cleveland & Pittsburgh "
W. R. BARR.....	Erie Railway
JAMES CHARLTON.....	Great Western "
P. B. GROAT.....	Hannibal & St. Joseph "
W. P. JOHNSON.....	Illinois Central "

A. E. CLARK.....	Indianapolis, Cincinnati & La Fayette R. R.
JOHN S. GARLAND.....	Indianapolis & St. Louis "
S. E. CAREY.....	Jeffersonville, Madison & Indianapolis "
C. N. PRATT.....	Kansas Pacific "
J. W. CARY.....	Lake Shore "
W. L. O'BRIEN.....	Little Miami "
G. C. BREED.....	Memphis, Clarksville & Louisville "
C. D. WHITCOMB.....	Michigan Central "
A. V. H. CARPENTER.....	Milwaukee & St. Paul "
C. L. FITCH.....	Mobile & Ohio "
W. L. DANLEY.....	Nashville & Chattanooga and N. & N. W. "
F. W. RANKIN.....	New Jersey "
A. W. MILLSPAUGH.....	North Missouri "
C. E. FOLLETT.....	Ohio & Mississippi "
W. O. LEWIS.....	Missouri Pacific "
H. W. GWINNER.....	Pennsylvania "
JOHN S. COOK.....	Peoria, Pekin & Jacksonville "
D. M. BOYD, JR.....	Philadelphia & Erie "
G. A. DADMUN.....	Philadelphia, Wilmington & Baltimore "
J. M. KIMBALL.....	Pittsburgh, Ft. Wayne & Chicago "
S. F. SCULL.....	Pittsburgh, Cincinnati & St. Louis "
O. N. CRANDALL.....	Rensselaer & Saratoga "
H. T. FRARY.....	Rome, Watertown & Ogdensburg "
H. M. BRONSON.....	Sandusky, Mansfield & Newark "
JAS. W. BROWN.....	Seaboard & Roanoke "
EDGAR VLIET.....	Selma, Rome & Dalton "
J. U. PARSONS.....	Toledo, Wabash & Western "

The first business in order being the election of officers for the ensuing year, the President appointed B. F. Patrick and H. T. Frary tellers of the vote.

On balloting, C. P. Leland having received a majority of the votes cast for President, and S. F. Pierson for Vice President, they were accordingly declared elected to the respective offices for the ensuing year.

The President-elect being absent, the Vice-President took the chair.

The Executive Committee made the following report :

The Executive Committee would respectfully report that they have not been called upon to consider any questions arising under the Constitution or By-Laws.

since the last meeting. We have selected S. E. Carey as a member of the Committee, in place of James Ferrier, resigned.

As a result of the effort of this Association to secure uniform legislation in the several States of the Union, binding railroad companies for the transportation of baggage, we would report that a law has been passed in Pennsylvania, which is in substance as follows :

Each passenger is entitled to free transportation for wearing apparel only, in value to the amount of \$300, and 100 pounds in weight. All excess in value above \$300 must be declared by the passenger in advance, and paid for at such rates as may be established by the railroad companies. All excess in weight above 100 pounds may be charged for at rates established by railroad companies. Railroad companies are required to provide necessary baggage cars and baggage-masters for the safe-keeping and transportation of baggage ; and they will not be responsible for baggage unless it is given in charge of their baggage agent.

Your Committee believe this law to be all that could be desired by railroad companies, and recommend a continued effort to secure like statutes in other States.

We would respectfully call attention to the action taken by this Association at the spring meeting of 1867, in Memphis, in relation to extra baggage, namely : Requiring all railroad companies represented in this Association to charge 15 per cent. of ticket rates per 100 pounds on extra baggage, and to report the same to connecting lines in monthly ticket reports, upon the basis of division of through ticket rates. We understand that a number of companies have complied with the requirement to collect the established rates, but we are not advised of any company having reported a *pro rata* proportion to connecting lines. We believe that a large revenue may be realized by railroad companies from this source, and recommend the further consideration of the subject.

B. F. PATRICK,
D. M. BOYD, JR.,
S. E. CAREY.

Mr. J. A. Burch was elected a member of the Executive Committee in place of D. M. Boyd, Jr., whose term of office expires with this meeting.

Louisville, Ky., was selected as the place for holding the fall meeting of 1869.

Adjourned to 3 o'clock P.M.

3 P.M.

This session was consumed in considering the schedule of passenger rates.

Adjourned to 9 A.M. Thursday.

THURSDAY, 9 A.M.

Additional corporations represented :

J. W. GORE	Camden & Amboy R. R.
C. H. KENDRICK	Hudson River "
J. B. BROLASKI	Keokuk Packet Co.
W. H. KING	Louisville & Nashville "
E. B. BYINGTON	Memphis & St. Louis Packet Co.
C. H. KENDRICK	New York Central "
W. H. BRYANT	Rutland & Burlington "

Resolution offered by H. W. Gwinner :

That the rate of fare between Chicago and New York should be fixed at \$23.

An amendment was offered that it be made \$24.95.

The amendment, as also the original motion, was lost.

It was moved that the subject be referred to the lines in interest between New York and Chicago.

Adopted.

The schedule of rates was again taken up and considered for the balance of the session.

Adjourned to 3 o'clock P.M.

3 P.M.

This session was devoted to the consideration of the schedule of rates.

Adjourned to 9 A.M. Friday.

FRIDAY, 9 A.M.

The schedule of rates was again taken up and completed, to take effect May 1st, 1869.

The following communication was received from the Commissioners of Emigration of the State of New York, and read :

EMIGRANT LANDING DEPOT, AND
OFFICES OF THE COMMISSIONERS OF EMIGRATION OF THE STATE OF NEW YORK,
CASTLE GARDEN, NEW YORK, April 9th, 1869.

C. P. Leland, Esq., President of the General Ticket Agents' Association :

SIR—At the last regular meeting of the Board of Commissioners of Emigration of the State of New York, the following resolution was unanimously adopted :

“ *Resolved*, That our Railroad Committee be requested to call the attention of said agents to the importance and necessity of better accommodations and quicker transport of emigrant trains to the West, and to insist upon the reform of the present system, which is detrimental to both the health and comfort of the emigrants, besides being almost as expensive as the first class passage.”

In accordance with such resolution, the Railroad Agencies Committee respectfully calls the attention of yourself and colleagues to the importance of the suggestions therein set forth. From the investigations made by the members of the Committee, and from the numerous complaints presented from time to time through the press of the Western States, it appears that emigrant passengers are subjected to great delays and serious inconveniences on their journeys Westward ; and it is urged that measures should be taken to correct these abuses, in the accomplishment of which your valuable assistance is respectfully and earnestly requested.

The causes of complaint may be stated as slow traveling and insufficient accommodations, both on the trains and at the depots.

While the emigrant rates are about one-half the first class rates, the difference in the rate of speed at which trains are run is so great, as, including the loss of time, which is loss of labor to the emigrant (as also to the country), and the expense of living, to make the cost of traveling nearly the same, if not actually more expensive to the emigrant. For instance, the time between New York and Chicago is, by first class train, thirty-six hours ; by emigrant train, from three and a half to six days, making an average difference of say three days, and costing the emigrant traveler as follows :

For ticket.....	\$13.00
For subsistence for three days (extra), say.....	3.00
For loss of labor three days, at \$3.00 per day.....	9.00
Making	<u>\$25.00</u>

while the first class fare at the present time is \$20, in addition to which the first class passenger is not limited in the weight of his baggage, as is the emigrant.

On some of the roads, many of the cars used for emigrants are without water-closets, and badly ventilated; and in the winter without fire, and in the summer without water.

At the depots, on some of the roads, no shelter or protection is afforded to the emigrant, who, while waiting for connecting trains, is exposed to the weather, as well as to the risk of being cheated and robbed by improper persons who are allowed to approach and communicate with him.

It is alleged that the improvements in the transportation of emigrant passengers have not kept pace with the times, and that the railroad companies of the North and West have not given to this very important element in the progress and prosperity of this country, that attention and consideration which is due to it.

In case it is not practicable for your Convention to confer with the Committee on the subject of this communication, it is then respectfully suggested that a Conference Committee be appointed and empowered to carry out such alterations in the present mode of emigrant passage as may be agreed upon.

I am, sir, your obedient servant,

CYRUS H. LOUTREL,

Chairman Railroad Agencies Committee, Commissioners of Emigration.

By D. M. Boyd:

Resolved, That the communication from the Railroad Agencies Committee of the Commissioners of Emigration of the State of New York, be referred to a Committee consisting of Messrs. Barr, Baldwin, Kendrick, Rankin and Gwinner, with instructions to investigate the allegations of the same, and to confer with the Commissioners.

Adopted.

On motion, the report of the Executive Committee was laid over until the next meeting.

By W. P. Johnson:

Resolved, That the thanks of this meeting be, and are hereby, tendered to Samuel Hawk, proprietor of the St. Nicholas Hotel, for the use of rooms during our present session.

Adjourned.

C. P. LELAND, *President*.

S. F. PIERSON, *Vice-President*.

SAM'L POWELL, *Sec'y*.

Executive Committee—B. F. PATRICK, S. E. CAREY, J. A. BURCH.

PROCEEDINGS OF CONVENTION OF NATIONAL GENERAL TICKET AGENTS' ASSOCIATION.

LOUISVILLE, Ky., Oct. 6th, 1869.

The meeting was called to order at the Galt House, by the Vice-President, S. F. Pierson.

Messrs. A. V. H. Carpenter, J. U. Parsons and C. L. Fitch were appointed a Committee on Credentials, who reported the following-named gentlemen in attendance, and representing the corporations placed opposite their names :

W. C. THOMPSON.....	Alabama & Chattanooga R. R.
H. P. BALDWIN.....	Allentown Line “
S. H. SCHOCK.....	Arkansas & White River Packet Co.
SAM'L POWELL.....	Chicago, Burlington & Quincy “
H. P. STANWOOD.....	Chicago & North-Western “
A. M. SMITH	Chicago, Rock Island & Pacific “
SAM'L STEVENSON.....	Cincinnati, Hamilton & Dayton “
H. M. BRONSON.....	Cincinnati, Sandusky & Cleveland “
JAMES A. SEMPLE	Cincinnati & Indianapolis Junction “
S. F. PIERSON.....	Cleveland, Columbus, Cincinnati & Indianapolis “
W. C. CLELAND.....	Cleveland & Pittsburgh “
JAMES CHARLTON.....	Great Western “
W. P. JOHNSON.....	Illinois Central “
A. E. CLARK.....	Indianapolis, Cincinnati & La Fayette “
S. E. CAREY	Jeffersonville, Madison & Indianapolis “
R. B. GEMMELL.....	Kansas Pacific “

J. W. CARY.....	Lake Shore & Michigan Southern R. R.
W. L. O'BRIEN.....	Little Miami "
HENRY STEFFER.....	Louisville, Cincinnati & Lexington "
JOHN PILLSBURY.....	Marietta & Cincinnati "
A. A. BARNES.....	Memphis & Charleston "
C. D. WHITCOMB.....	Michigan Central "
A. V. H. CARPENTER.....	Milwaukee & St. Paul "
C. P. OAKLEY.....	Mississippi & Tennessee "
C. L. FITCH.....	Mobile & Ohio "
W. L. DANLEY.....	Nashville & Chattanooga and N. & N. W. "
C. E. FOLLETT.....	Ohio & Mississippi "
W. B. HALL.....	Miss. Pacific "
H. W. GWINNER.....	Pennsylvania and Philadelphia & Erie "
D. M. BOYD, JR.....	Pennsylvania "
F. R. MYERS.....	Pittsburgh, Ft. Wayne & Chicago "
S. F. SCULL.....	Pitts., Cin. & St. L. "
JOHN U. PARSONS.....	Toledo, Wabash & Western "
JAMES FERRIER.....	United States Mail Line Steamers

The following communication was received from C. P. Leland, late General Ticket Agent of the Michigan Southern & Northern Indiana Railroad, which was read and ordered printed in the proceedings:

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY,
AUDITOR'S OFFICE,

CLEVELAND, O., October 4, 1869.

To the National General Ticket Agents' Association:

GENTLEMEN—Having been consolidated into a different position in the railroad world, it becomes my painful duty to resign the position of President of your Association, so kindly conferred upon me last spring, notwithstanding my absence from the meeting. Please accept my grateful acknowledgements for the kind and courteous treatment I have received at your hands at our pleasant semi-annual conventions, and in all our business intercourse (happily not entirely severed by the change) during the past nine years; and allow me to wish you each and all that degree of prosperity which I know you all deserve.

Yours truly,

C. P. LELAND.

It was moved that, by unanimous consent, a President be elected for the unexpired term of C. P. Leland.

Lost, by reason of a dissenting vote.

Charles E. Follett was elected a member of the Executive Committee for the regular term.

The following amendments to the Constitution were offered by A. V. H. Carpenter, which lay over, under the rule, until the next meeting:

First. Amend Article 7 as follows: After the word "Association," in ninth line, insert, "The President and Vice-President shall be members of the Executive Committee, *ex-officio*."

Second. Amend Article 10 as follows: Strike out all after the word "vacation" in eighth line, and substitute: "In case of a vacancy occurring in both the offices of President and Vice-President, in vacation, the senior elective member of the Executive Committee shall be Acting President until the next regular Convention, at which time (if a semi-annual Convention) any vacancy in either of said offices may be filled by an election."

The following amendments to the By-Laws were offered by A. V. H. Carpenter:

First. Substitute for Section 1, as follows: "The annual Convention shall be held on the last Wednesday in March, and the semi-annual Convention on the last Wednesday in September, in each year, at 11 o'clock A.M., unless dispensed with by vote of the Association at a special meeting called for that purpose within thirty (30) days preceding the time of holding either of said Conventions, as herein specified. And it shall be the duty of the Secretary to give ten days' notice to the members of the Association of the time and place of holding the regular Conventions."

Second. Substitute for Section 2, as follows: "Special meetings may be held by order of the Executive Committee, or upon the application of fifteen members of the Association to the President, stating the place and object for holding the same. It shall be the duty of the President, within five days after receiving the order of the Executive Committee, or application aforesaid, to call a special meeting in accordance therewith, giving ten (10) days' notice of the time, place and purpose thereof to each member of the Association, a copy of which order shall be filed with the Secretary as soon as issued. And if any such special meeting is called for the purpose of dispensing with either annual or semi-annual Conventions, as provided in Section 1, a three-fourths' vote of the members present shall be required to so order; and upon such decision being made, the regular business for such Convention, as provided in the Constitution, shall then be proceeded with at such meeting, and have the same effect as if done at the regular time and place for holding the same."

Adopted.

New York was selected as the place for holding the annual meeting of 1870.

Adjourned to 2 o'clock P.M.

2 P.M.

By H. W. Gwinner :

Resolved, That the question of free return certificates to delegates to conventions be referred to the Executive Committee for consideration, and report to the Association to-morrow morning.

Referred to the Executive Committee.

The schedule of rates was taken up, but owing to the absence of Eastern railroad representatives, it could not be proceeded with, therefore the meeting was adjourned to 9 A.M. Thursday.

THURSDAY, 9 A.M.

The following-named gentlemen were reported as present, and representing the corporations placed opposite their names :

WM. R. BARR	Erie Railway
J. E. MARTIN	Evansville & Crafordsville R. R.
P. B. GROAT	Hannibal & St. Joseph "
JOHN S. GARLAND	Indianapolis & St. Louis "
A. W. MILLSPAUGH	North Missouri "
J. W. PICKLE	St. Louis & Iron Mountain "
F. CHANDLER	St. Louis, Vandalia & Terre Haute "
B. W. WRENN	Western & Atlantic "

The Executive Committee made the following report on the subject of return certificates :

The Executive Committee, to whom was referred the question of return certificates to delegates to conventions, beg leave to report :

That there is now no gathering of people throughout the land, whether convened for purposes of a religious, political, educational, agricultural or other character, that does not make application to the railway service that their delegates

shall be transported to their meetings at greatly commuted rates, the general request being for half-fare privileges; this commutation being secured by the delegate paying full fare when going to the meeting, and being returned free upon presentation to our conductors of the certificate of the Secretary that said delegate was in attendance at such meeting. To these applications the reply has been almost universally affirmative.

These conventions are becoming so frequent, and our revenues from passenger transportation are being so largely reduced by these commutations of rates, that, in our opinion, the time has arrived when the interests of the respective lines we represent demand that we give the matter our serious consideration, and take united action upon the question presented. There can be but one opinion as to the propriety of allowing the certificates of Secretaries to be honored upon our trains: They should never have been received; and the idea of this practice being continued cannot be entertained. We therefore submit the following resolution, with the suggestion that, if adopted as the final action of this Association, it be made the reply to future applications for commutation of fare from the assemblages referred to:

Resolved, That we, the representatives of the various railroads of the United States, hereby agree, on and after January 1st, 1870, to refuse in future to accept any certificate of the Secretary, President, or any other officer of any convention, religious, political, or otherwise, whether it be local or through; in other words, make no reduction of fare, unless it can be done by issuing round trip tickets.

Adopted.

The schedule of passenger rates was again taken up and proceeded with.

Adjourned to 2 P.M.

2 P.M.

On motion, the consideration of passenger rates was suspended, and the meeting took action on miscellaneous business.

The Executive Committee made verbal report that nothing had been presented for their action, and therefore no other report could be made.

The report of the Executive Committee presented at the last meeting, and laid over for the consideration of this meeting, was taken up.

On motion, it was ordered laid upon the table.

The Committee on Conference with Commissioners of Emigration, appointed at last meeting, reported that it had been found difficult to get all the Committee together, and therefore nothing had been done.

The following resolution was offered, and unanimously adopted:

Resolved, That the Secretary be, and is hereby, directed to return the cordial thanks of the Association to Captain Harris, of the Louisville Transfer Line, to the various railroad and packet lines terminating at Louisville, and to the proprietor of the Galt House, for their many courtesies extended to us in coming to the Convention, and during our stay in this city.

It was moved that the vote naming New York as the place of next meeting be reconsidered.

Adopted.

After balloting, New York was selected as the place for holding the annual meeting of 1870.

It was moved to adjourn, to meet in New York on the 20th instant.

Lost.

Adjourned to 7 P.M.

7 P.M.

The schedule of rates* was under consideration, consuming all the session.

Adjourned to 9 A.M. Friday.

FRIDAY, 9 A.M.

The schedule of rates was again taken up.

On motion of H. W. Gwinner, it was

Resolved, That the rate between New York and Chicago be made \$24.95.

After further consideration of the schedule, adjourned to 5 P.M.

5 P.M.

The entire session was devoted to the revision of the schedule.

Adjourned to 9 A.M. Saturday.

SATURDAY, 9 A.M.

In the absence of the Vice-President, Charles E. Follett was called to the chair.

The schedule of rates being completed, it was moved and adopted that they take effect November 1st, 1869.

It was moved, and adopted, that a division meeting be held at the Burnet House, Cincinnati, November 2d, 1869, at 11 A.M., and that the Secretary issue a notice to that effect.*

Adjourned.

S. F. PIERSON,

SAM'L POWELL,
Secretary.

Vice-President.

Executive Committee—S. E. CAREY, J. A. BURCH, C. E. FOLLETT.

STATEMENT OF EXPENSES ATTENDING THE ISSUE OF SCHEDULES.

Printing circulars for meeting	\$ 3.75
Printing schedule of rates.....	97.00
Printing proceedings.....	40.00
Salary of Secretary, six months.....	250.00
Paid Vernon for publishing list of officers in "Travelers' Official Railroad Guide"	208.33
Total	\$599.08

Five hundred and seventy-eight copies of schedule sent out.

*NOTE.—This motion was made on the supposition that the rates, as adopted, would go into effect. Since that time it has been found necessary to put the schedule back on the old basis of \$20 between New York and Chicago, and hence it is needless to have the division meeting as contemplated.—Secretary.

PROCEEDINGS OF CONVENTION OF NATIONAL GENERAL TICKET AGENTS' ASSOCIATION.

NEW YORK, March 30th, 1870.

The meeting was called to order, at the Fifth Avenue Hotel, by the Vice-President, S. F. Pierson.

Messrs. J. W. Cary, D. M. Boyd, Jr., and W. H. King were appointed a Committee on Credentials, who reported the following-named gentlemen in attendance, and representing the corporations placed opposite their names:

W. C. THOMPSON.....	Alabama & Chattanooga R. R.
S. E. MAYO.....	Albany & Susquehanna "
H. P. BALDWIN.....	Allentown Line
JOHN N. ABBOTT.....	Atlantic & Great Western "
C. D. OWENS.....	Atlantic & Gulf "
L. M. COLE.....	Baltimore & Ohio "
A. C. DAVIS.....	Belvidere, Delaware & Flemington "
J. M. GRIGGS.....	Boston & Albany "
A. E. TOUZALIN.....	Burlington & Missouri River "
J. W. GORE.....	Camden & Amboy "
T. M. SOTHER.....	Central Branch Union Pacific "
G. J. FOREACRE.....	Central & Southwestern Railroad of Georgia "
E. R. DORSEY.....	Charlotte, Columbia & Augusta "
SAM'L POWELL.....	Chicago, Burlington & Quincy "
H. P. STANWOOD.....	Chicago & North-Western "
E. ST. JOHN.....	Chicago, Rock Island & Pacific "

SAMUEL STEVENSON.....	Cincinnati, Hamilton & Dayton R. R.	
J. A. SEMPLE.....	Cincinnati & Indianapolis Junction	"
S. F. PIERSON.....	Cleveland, Columbus, Cincinnati & Indianapolis	"
W. J. PHELPS.....	Connecticut River	"
JAMES R. OGDEN.....	East Tennessee, Virginia & Georgia	"
W. R. BARR.....	Erie Railway	
P. B. GROAT.....	Hannibal & St. Joseph	"
W. P. JOHNSON.....	Illinois Central	"
N. E. SCOTT.....	Indianapolis, Bloomington & Western	"
A. E. CLARK.....	Indianapolis, Cincinnati & La Fayette	"
JOHN S. GARLAND.....	Indianapolis & St. Louis	"
S. E. CAREY.....	Jeffersonville, Madison & Indianapolis	"
J. W. CARY.....	Lake Shore & Michigan Southern	"
W. L. O'BRIEN.....	Little Miami, Col. & Xenia	"
HENRY STEFFEE.....	Louisville & Cincinnati Short Line	"
W. H. KING.....	Louisville & Nashville	"
J. W. PILLSBURY.....	Marietta & Cincinnati	"
A. A. BARNES.....	Memphis & Charleston	"
G. C. BREED.....	Memphis, Clarksville & Louisville	"
E. B. BYINGTON.....	Memphis & St. Louis Packet Co.	"
C. D. WHITCOMB.....	Michigan Central & Great Western	"
A. V. H. CARPENTER.....	Milwaukee & St. Paul	"
S. D. HUBBARD, JR.....	Montgomery & West Point	"
W. L. DANLEY.....	Nashville & Chattanooga and N. & N. W.	"
W. H. WEED.....	New York & Oswego Midland	"
E. S. YOUNG.....	Northern Central	"
JAMES CHARLTON.....	North Missouri	"
C. E. FOLLETT.....	Ohio & Mississippi	"
J. M. BROADUS.....	Orange, Alexandria & Manassas	"
H. W. GWINNER.....	Pennsylvania and Philadelphia & Erie	"
D. M. BOYD, JR.....	Pennsylvania	"
JOHN C. HEWITT.....	Peoples' Line Steamers	
C. G. HANCOCK.....	Philadelphia & Reading	"
G. A. DADMUN.....	Philadelphia, Wilmington & Baltimore	"
S. F. SCULL.....	Pittsburgh, Cincinnati & St. Louis	"
F. R. MYERS.....	Pittsburgh, Ft. Wayne & Chicago	"
O. N. CRANDALL.....	Rensselaer & Saratoga	"
THOMAS DODAMEAD.....	Richmond & Danville	"
H. T. FRARY.....	Rome, Watertown & Ogdensburg	"
W. H. BRYANT.....	Rutland & Burlington	"
F. CHANDLER.....	St. Louis, Vandalia & Terre Haute	"
JOHN FOGGETT.....	Springfield & Illinois Southeastern	"
F. B. PAPPY.....	Tallahassee & Florida Central	"
J. U. PARSONS.....	Toledo, Wabash & Western	"

F. COLTON.....	Union Pacific R. R.
JAS. FERRIER.....	United States Mail Line Steamers
HENRY FRINK.....	Virginia & Tennessee Air Line "
B. W. WRENN.....	Western & Atlantic "
F. WILD.....	Western Union "

The first business in order was the election of officers for the ensuing year.

On balloting, Mr. A. A. Barnes, having received a majority of the votes cast, was declared elected President, and Mr. F. Colton Vice-President.

Mr. F. R. Myers was elected member of the Executive Committee in place of S. E. Carey, whose term of office expired with this meeting.

The roll having been called, it was found that Milwaukee had the majority, and was therefore declared as the place for holding the semi-annual Convention of 1870.

On motion, the Convention resolved itself into Committee of the Whole on Rates.

The balance of the session was occupied in adjusting the schedule.

Adjourned to 10 A.M. Thursday.

THURSDAY, 10 A.M.

On motion, the consideration of rates was suspended for the transaction of other business.

Mr. H. W. Gwinner, as Trustee of the Travelers' Official Railway Guide, read a report of its standing and condition at the present time, and on motion of F. R. Myers, it was

Resolved, That the report of the trustee and chairman be accepted, and that a Committee, composed of Messrs. Pierson, Colton and Wrenn, be appointed to draft

resolutions expressive of the opinion of the Convention in relation thereto, which resolution, when adopted by the Convention, be published in the May number of the Travelers' Official Railway Guide.

The Secretary made a statement in regard to the use that is made of his name as Secretary, being appended to a list of officers published in Appleton's Guide, contrary to his expressed wishes, and in direct opposition to a resolution adopted in St. Louis October 9th, 1868.

The matter was referred to the Committee on Guide Resolutions.

The two amendments to the Constitution, which were laid over from the last meeting, were adopted.*

An address and petition of the Commercial Travelers' Association, of New Haven, asking for commutation of rates of fare for members of the organization, was referred to Executive Committee.

The Executive Committee presented the following points for consideration :

Colonists' Tickets.

Round trip tickets for excursion purposes.

California emigrant tickets Westward, to be made with special time limitation.

Referred to a Committee consisting of Messrs. J. W. Cary, Boyd, Phelps, St. John, O'Brien, Groat, Whitcomb, Owens, Pierson, Strader and Colton.

The Executive Committee made the following report on the communication from the Commercial Travelers' Association :

The Executive Committee, to which has been referred the application of the National Travelers' Commercial Association, for a commutation of rates in behalf of their members, beg leave to report : That the application cannot, in the judgment of the Executive Committee, be entertained as applicable to the purchase of coupon or through tickets, but must assume the form of an application for local purposes only. And we therefore recommend that the Secretary reply to the National Travelers' Commercial Association, that their application cannot be entertained by us as an Association, but must be made the matter of a special agreement with each distinctive railroad company.

*NOTE.—A revised copy of Constitution and By-Laws are appended to these proceedings.

Report accepted and adopted.

The Committee on Railway Guide reported as follows :

Whereas, The representatives of the different railways of the United States and Canadas, comprising the General Ticket Agents' Association, have seen and acknowledged the necessity for the publication of a railway guide which could be adopted by these different railroads as their official organ, and for publication of correct time-tables, maps, lists of railway officials, and other matters pertaining to a work of such general necessity and use ; and

Whereas, The Committee in whose hands is the publication of the Travelers' Official Railway Guide, have met with meddlesome and improper opposition, and more especially while carrying out the instructions of this Association, in closing a contract which had been made with a publishing house in Philadelphia for above purpose ; be it therefore

Resolved, That this Association expressly declares that the Travelers' Official Railway Guide is the only authorized source of information to the public in respect to the time-tables and lists of the officers of passenger and accounting departments of the roads herein represented ; and that we will use all honorable means to promote the success of the said Official Railway Guide, by encouraging its sale upon the trains of our respective roads ; and that the Secretary be, and is hereby, directed to give such notice as may be necessary in order that the railway companies and the public may understand the authentic source to which they may look for information.

Resolved, That this Association accepts, and hereby adopts, the report of the Chairman of the Committee on Railway Guide, and the Trustee, which they have made this day.

S. F. PIERSON,

F. COLTON,

B. W. WRENN,

Committee.

By H. W. Gwinner :

Resolved, That the report of the Guide Committee be adopted, and that the Secretary be authorized to furnish a copy thereof to the editor of the Travelers' Official Railway Guide, with instructions that it be published in a conspicuous place in said Guide, over his official signature.

Adopted.

By D. M. Boyd, Jr. :

Resolved, That a Committee of three be appointed to confer with the Quartermaster General of the United States, and to solicit the issue of a general order, recognizing the Travelers' Official Railway Guide as the standard authority for railroad distances.

Adopted.

D. M. Boyd, L. M. Cole and G. A. Dadmun were appointed as such Committee.

The following vote of thanks was unanimously adopted, and a copy ordered sent to

Messrs. Darling, Griswold & Co., Proprietors Fifth Avenue Hotel, New York:

GENTS—I am directed by the National General Ticket Agents' Association to convey to you the expression of their appreciation of the very handsome manner in which they have been entertained at your house. Coming under your roof for the first time, and having received every courtesy and attention necessary to their comfort, it is especially enjoined upon me to give to the expression of their appreciation something more than the ordinary, stereotyped form of a vote of thanks. And more especially should be conveyed to you our acknowledgements for the elegant banquet to which you so generously invited us, and for which we hold you in especial remembrance.

In the name of the Association, I tender you its grateful remembrance, and the heartfelt wish of each of its members for your continued prosperity.

Respectfully yours,

SAMUEL POWELL,

Secretary.

Adjourned to Friday, 10 A.M.

FRIDAY, 10 A.M.

An address was received from the Commercial Travelers' Association of the United States, which was read to the Association, and the Secretary was directed to send them the report of the Executive Committee, as given to the application of the New Haven Association.

On motion, Mr. James Fisk, Jr., was elected an honorary member of the Association.

On motion, the Secretary was ordered to prepare a book for the registry of members, and to send notices of meetings to honorary members.

On motion, a Committee was appointed consisting of Messrs.

Papy, Touzalin, Bryant and Whitcomb, to draft resolutions in regard to the Fisk entertainment, on which the Committee reported as follows :

We, the Committee to whom was referred the duty of drafting resolutions expressive of the sense of this Convention of the courteous hospitality extended by Mr. James Fisk, Jr., beg leave to offer the following :

Whereas, In accepting his polite invitation for the evening of March 31st, we were entertained in a manner which left nothing for the heart to desire ;

Resolved, By the General Ticket Agents' Association, in convention assembled, that the unfeigned thanks of this body are eminently due, and are hereby tendered, to Mr. James Fisk, Jr., for his hospitality.

Resolved, That we shall hope that he, as an honorary member of this Association, will meet us regularly in Convention, and thus give us an opportunity of evincing our appreciation of his kindness and courtesy during our stay in this city.

F. B. PAPY,
C. D. WHITCOMB,
W. H. BRYANT,
A. E. TOUZALIN,
Committee.

Adopted, and Secretary to furnish copy.

The Committee on Colonists' Tickets made the following report:

Your Committee appointed to consider the propriety of issuing colony tickets, round trip tickets, and San Francisco emigrant tickets, with time limitations, beg leave to report that, in our opinion, a special rate for *bona fide* settlers in the West and South will promote the interests of the railway companies, provided their other classes of business can be properly protected; and in order to accomplish this, and provide suitable safeguards, we recommend the adoption of the following plan and rates of reduction:

Resolved, That no reduction will be made from regular established rates for individual members of colonies, nor for a less number than twenty-five persons.

Resolved, That the following discount from "first class" through rates will be made for the benefit of colonies, under the conditions named below :

Colony of 25 to 49 persons.....	15 per cent.
" 50 to 99 "	25 "
" 100 persons and over	33½ "

CONDITIONS:

First. Colonists will be required to travel in a body.

Second. First class tickets shall be used, and the following words stamped or

printed on the face of each coupon: "Colony Ticket. Good (10) days from date only on presentation of permit."

Third. The President and Secretary of colonies will be required to sign an agreement binding the colony to use the tickets within the limit for which they are issued, and to present a permit [form attached] for their use to the conductors of each road over which the colonists pass, which permit shall be taken up by conductor and returned to his General Ticket Agent, with coupons.

Fourth. One hundred and fifty pounds of baggage will be allowed for each full ticket purchased by colonies.

Fifth. All existing contracts and arrangements for colonies are to be terminated at the earliest possible moment.

.....R. R.
General Ticket Office,.....187...
♦ ♦ ♦
PERMIT TO USE COLONY TICKETS OVER THE
.....R. R.
Conductors will please accept.....Colony Tickets of form....., destination.....if presented within 10 days from.....187..., the date stamped on such tickets, in accordance with an agreement on file in this office.
Conductors will take up this permit and return it with coupons to their General Office.
.....Gen'l Agent,
.....R. R.

Resolved, That hereafter through emigrant tickets to California shall be sold only at the principal office of each road at the seaboard points, and only to *bona fide* emigrants, and that such tickets shall not be sold to parties away from such seaports, or sent to interior points; and further, that General Ticket and Passenger Agents interested in this matter, and for the mutual protection of lines concerned, be requested to order their agents to comply with this resolution; and further, that the tickets used for the above purpose shall be in the form of a contract, and limited to eight days from the Atlantic to Omaha, and that unless presented to the Union Pacific Railroad within such time, the ticket shall be forfeited. The following shall be the form of contract for such a ticket, which shall be stamped with a five-cent revenue stamp:

SPECIAL TICKET.

.....R. R. COMPANY.

This Ticket and Coupons attached entitle the bearer to one Emigrant Passage from to San Francisco.

In consideration of the reduced rate at which this ticket is sold, its use is limited to 8 days from point of departure to Omaha, and unless presented to the Union Pacific R. R. within that time, is forfeited.

This ticket is not good unless each check is officially stamped and dated.

In selling this ticket for passage over other roads, the Railroad Company acts only as agent for them, and assumes no responsibility beyond its own line.

The Railroad Company will not assume any risk on baggage, except for wearing apparel, and limit their responsibility to \$100 in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

GOVERNMENT

STAMP.

The Checks belonging to this Ticket will not be received for Passage if detached.

.....Agent.

I hereby agree that the purchase of this Ticket, with the coupons attached, is made subject to the above conditions.

Date.....

Signature.....

The coupons of such Emigrant Ticket shall read as follows:

O O O	Issued by.....	Railroad Co.	N - O O
	ON ACCOUNT OF		
	.....R. R.		
	ONE EMIGRANT PASSAGE,		
.....to.....			
In consideration of the reduced rate at which this Ticket is sold, its use is limited to 8 days from the date stated in writing, from point of departure to Omaha, in the contract of same.			
THIS CHECK IS NOT GOOD IF DETACHED.			
.....TO.....			

Your Committee deem it inadvisable to offer any recommendations in regard to round trip tickets at this time, preferring to leave it with each road to arrange their own rates.

We further recommend that no tickets be accepted by any railway company except those issued by the railway and steamboat lines.

All of which is respectfully submitted,

J. W. CARY, *Chairman.*
 E. ST. JOHN.
 FRANS. COLTON.
 P. B. GROAT.
 SAM'L F. PIERSON.
 W. L. O'BRIEN.
 C. D. WHITCOMB.
 D. M. BOYD, JR.

On motion, the report was accepted and adopted.

By F. Colton :

Resolved, That through passengers from the western coast of the Pacific, and holding tickets to points east of Omaha, which tickets are distinctly marked, allowing them to carry 250 pounds of baggage, be honored accordingly on all lines over which such passengers are ticketed, and such amount of baggage be carried free of charge.

Adopted.

By F. Colton :

In order that passengers shall not be deceived and swindled by outside parties,

Resolved, That all tickets shall belong to one of three classes, namely: first and second class and emigrant, and that no third class tickets shall be issued; and that all tickets shall be legibly stamped with the name of the office at which sold, and date of sale.

Adopted.

By F. Colton :

Resolved, That no ticket shall be altered so as to raise its value and class; and that where the necessity exists of changing the class of a ticket, it shall be by reducing it; and such change shall be distinctly stamped or legibly written thereon, so that conductors may have no difficulty in determining at sight the class to which the passenger belongs.

Adopted.

By F. Colton :

Resolved, That the General Ticket Agents of the railroads of the United States and Canadas be requested to print all coupon tickets with consecutive numbers, and report same accordingly in their reports to connecting lines.

Laid on the table.

By F. Colton :

Resolved, That the General Ticket Agents of the railroads of the United States and Canadas be requested to print coupon tickets with consecutive numbers.

Adopted.

In connection with the business for which the report is given, the schedule of rates had been adjusted and corrected, and, on motion, was adopted, to take effect May 1, 1870.

Adjourned.

A. A. BARNES,
President.

SAM'L POWELL,
Secretary.

Executive Committee—J. A. BURCH, C. E. FOLLETT, F. R. MYERS.

B Y - L A W S .

SECTION 1. The annual Convention shall be held on the last Wednesday in March, and the semi-annual Convention on the last Wednesday in September, in each year, at 11 o'clock A.M. unless dispensed with by vote of the Association, at a special meeting called for that purpose, within thirty (30) days preceding the time of holding either of said Conventions as herein specified. And it shall be the duty of the Secretary to give ten days' notice to the members of the Association of the time and place of holding the regular Conventions.

SEC. 2. Special meetings may be held by order of the Executive Committee, or upon the application of fifteen members of the Association to the President, stating the place and object for holding the same. It shall be the duty of the President, within five days after receiving the order of the Executive Committee, or application aforesaid, to call a special meeting in accordance therewith, giving ten (10) days' notice of the time, place and purpose thereof to each member of the Association, a copy of which order shall be filed with the Secretary as soon as issued. And if any such special meeting is called for the purpose of dispensing with either annual or semi-annual Convention, as provided in Section 1, a three-fourths vote of the members present shall be required to so order; and upon such decision being made, the regular business for such Convention, as provided in the Constitution, shall then be proceeded with at such meeting, and have the same effect as if done at the regular time and place for holding the same.

SEC. 3. The Conventions shall be called to order promptly at the hour named in Section 1, by the President, who shall appoint a Committee on Credentials, consisting of three, who shall at once proceed in the discharge of their duties. If a quorum shall be declared present, the Convention shall immediately proceed to business. If no quorum shall be present, those assembled may adjourn, not to exceed twenty-four hours, at the expiration of which time, if no quorum is present, the Convention shall be adjourned *sine die*.

SEC. 4. The order of business at regular meetings shall be as follows :

First. Election of the prescribed officers.

Second. Locating next regular meeting.

Third. Making passenger rates.

Fourth. Consideration of report of Executive Committee on business matters.

Fifth. Miscellaneous.

SEC. 5. Reports of Committees, and resolutions offered for consideration, shall always be in writing; and on request of Chairman, or any member, the maker of any motion shall reduce the same to writing before it shall be entertained.

SEC. 6. The proceedings of the Conventions shall be conducted in accordance with parliamentary rules.

SEC. 7. Passenger rates shall be arranged and fixed in open Convention. The privilege of fixing the rate between any two given points is conceded to the representatives of the short line between said points, *such short line being construed to mean that line the aggregate of whose locals produces the lowest through rate.* And when such through rate is so fixed, it shall be accepted by all other lines represented in this Association; nor shall any reduction be made from such rate, **except** upon protest, in open Convention, when the Association shall decide the points at issue; or upon thirty days' notice to the Executive Committee, in vacation, whose duty it shall be to take such action in the premises, either by calling a special meeting or otherwise, as they may think necessary. This privilege of fixing rates applies to all classes of fares—and long lines shall not be permitted to make rates for any class of passenger business below those fixed by the short line—and applies to the transportation of soldiers, opera troupes, and other kindred associations, equally with regular first and second class business.

SEC. 8. It shall be the duty of the Executive Committee, at each regular meeting of the Association, to make inquiry whether any member has violated any provision of the Constitution or By-Laws, and report the same, if any, to the Convention, in writing, when it shall be the duty of the President to cause a copy of the same to be furnished to the accused, together with a summons to appear forthwith before the Convention to answer to the charges. If the accused shall appear and answer, or appear and refuse to answer, or shall refuse or neglect to appear and answer, in either case the hearing shall proceed at once, the President to act as judge, who shall appoint some member of the Association as prosecutor on the part of the Association; and the accused may appear for himself, or by some member of the Association, as his attorney. A call of the roll shall be made, and two-thirds (exclusive of the one making the charge, and witnesses) of the members in attendance at the Convention, shall be present. If two-thirds are not present, it shall be the duty of the President to send for absentees, until the required number shall be present. No member shall be allowed to leave the room after the charge is made until the case is finally disposed of, unless an adjournment is voted. If an adjournment is voted before the case is disposed of, it shall be the duty of every member present at the time of adjournment to appear promptly at the time to which the adjournment is made, under penalty of being fined.....dollars, at the pleasure of the Association. All evidence shall be taken in writing, and signed by the witness after examination and cross-examination. At the conclusion of the evidence, the Chairman shall put the question, "Guilty, or not guilty?" to the Convention, and each member shall rise when his name is called, and answer distinctly, and his answer shall be a part of the record. If a majority shall answer "*Guilty*," it shall be the duty of the President to immediately pronounce such sentence as shall be awarded by the Association. If a majority shall answer "*Not guilty*," the President shall immediately announce that, ".....", having been on trial for a violation of the Constitution, and after a full and impartial investigation been *acquitted* of the charge, is still entitled to all the rights and privileges of membership in this Association."

SEC. 9. If any member of the Association shall be guilty of giving false evidence in any trial provided in Sec. 8, or shall procure the same to be given, or shall maliciously, and without probable cause, complain of, or procure any member to be complained of, for any violation of the Constitution, such member, upon conviction thereof before the Association, shall be expelled, and forever be incapacitated as a member of the same.

SEC. 10. None but members of the Association shall be present at the meetings of same, or of any Committee thereof.

SEC. 11. Any proposition, invitation or resolution that does not pertain to the legitimate business of the Association, shall not be entertained.

SEC. 12. Whenever changes are made in the ticket or accounting departments of any road, it shall be the duty of such road to give immediate notice to the Secretary of such change.

SEC. 13. Any member appointed on a Committee shall serve, unless excused by the Convention.

SEC. 14. Every member of the Convention present shall be governed by its action, unless his dissent be publicly made known, and reasons given prior to the passage of the resolution; and absent members will be required to notify the Executive Committee of their dissent within thirty days after adjournment. Any resolution adopted affecting any provision in these By-Laws, shall be considered a standing rule, and be published with the report of proceedings of each meeting.

SEC. 15. These By-Laws may be altered or amended at any regular meeting of the Association, by a vote of two-thirds of the members present.

PROCEEDINGS OF CONVENTION

OF

NATIONAL GENERAL TICKET AGENTS'

ASSOCIATION.

CHICAGO, September 28th, 1870.

The meeting was called to order at the Tremont House, by the President, A. A. Barnes.

In the absence of the Secretary, D. M. Boyd, Jr., was elected Secretary *pro tem*.

Messrs. A. V. H. Carpenter, C. D. Owens and C. D. Whitcomb were appointed a Committee on Credentials, who reported the following-named gentlemen in attendance, and representing the corporations placed opposite their names :

S. E. MAYO.....	Albany & Susquehanna R. R.
H. P. BALDWIN.....	Allentown Line
C. D. OWENS.....	Atlantic & Gulf "
L. M. COLE.....	Baltimore & Ohio "
A. E. TOUZALIN.....	Burlington & Missouri River "
J. W. GORE.....	Camden & Amboy "
S. M. HARRIS.....	Cartersville & Van Wert "
T. H. GOODMAN.....	Central Pacific "
A. NEWMAN.....	Chicago & Alton "
SAM'L POWELL.....	Chicago, Burlington & Quincy "
H. P. STANWOOD.....	Chicago & North-Western "
E St. JOHN.....	Chicago, Rock Island & Pacific "

SAM'L STEVENSON.....	Cincinnati, Hamilton & Dayton R. R.
J. A. SEMPLE.....	Cincinnati & Indianapolis Junction "
S. F. PIERSON.....	Cleveland, Columbus, Cincinnati & Indianapolis "
W. C. CLELAND.....	Cleveland & Pittsburgh "
W. F. HOLWILL.....	Delaware, Lackawanna & Western "
JAMES BARKER.....	Des Moines Valley "
JAS. R. OGDEN.....	East Tennessee, Virginia & Georgia "
P. B. GROAT.....	Hannibal & St. Joseph "
W. P. JOHNSON.....	Illinois Central "
N. E. SCOTT.....	Indianapolis, Bloomington & Western "
F. B. LORD.....	Indianapolis, Cincinnati & La Fayette "
JOHN S. GARLAND.....	Indianapolis & St. Louis "
S. E. CAREY.....	Jeffersonville, Madison & Indianapolis "
W. S. ALEXANDER.....	Lake Superior & Mississippi "
C. B. PECK.....	Leavenworth, Lawrence & Galveston "
HENRY STEFFEE.....	Louisville & Cincinnati Short Line "
W. H. KING.....	Louisville & Nashville "
J. W. PILLSBURY.....	Marietta & Cincinnati "
S. A. SHOCK.....	Memphis & Arkansas "
A. A. BARNES.....	Memphis & Charleston "
E. B. BYINGTON.....	Merchants' Southern Packet Co. "
C. D. WHITCOMB.....	Michigan Central & Great Western "
A. V. H. CARPENTER.....	Milwaukee & St. Paul "
C. P. OAKLEY.....	Mississippi & Tennessee "
C. L. FITCH.....	Mobile & Ohio "
F. W. RANKIN.....	New Jersey Railroad & Transportation Co. "
S. W. SCOTT.....	New Orleans, Jackson & Great Northern "
W. H. WEED.....	New York & Oswego Midland "
S. E. ALLEN.....	North Carolina "
JAMES CHARLTON.....	North Missouri "
H. M. NEILSON.....	North Pacific Transportation Co. "
C. E. FOLLETT.....	Ohio & Mississippi "
J. B. YATES.....	Orange, Alexandria & Manassas "
W. B. HALE.....	Missouri Pacific "
H. W. GWINNER.....	Pennsylvania and Philadelphia & Erie "
D. M. BOYD, JR.....	Pennsylvania "
JOHN S. COOK.....	Peoria, Pekin & Jacksonville "
G. A. DADMUN.....	Phil., Wil. & Baltimore "
W. L. O'BRIEN.....	Pittsburgh, Cincinnati & St. Louis "
F. R. MYERS.....	Pittsburgh, Ft. Wayne & Chicago "
L. W. FILKINS.....	Providence & New York Steamers "
JAMES KERR.....	Red River Steamers "
J. P. WHITEHEAD.....	Rockford, Rock Island & St. Louis R. R.
F. CHANDLER.....	St. Louis, Vandalia & Terre Haute "

J. N. BOFINGER.....	St. Louis & New Orleans Packet Co. R. R.
J. C. BOYDEN.....	St. Paul & Sioux City "
JOHN FOGGETT.....	Springfield & Illinois Southeastern "
W. E. MAIN.....	Toledo, Peoria & Warsaw "
JOHN U. PARSONS.....	Toledo, Wabash & Western "
F. COLTON.....	Union Pacific "
JAS. FERRIER.....	United States Mail Line Steamers "
B. W. WRENN.....	Western & Atlantic "
JAMES W. ALLEN.....	West Jersey "
A. J. MEAD.....	Winona & St. Peter "

Mr. S. F. Pierson moved that Passenger Agents and clerks be invited to seats in the Convention, except for special session.

Carried.

Mr. A. V. H. Carpenter moved that this special meeting be declared the regular semi-annual Convention of the Association.

Carried.

Mr. L. M. Cole was elected a member of the Executive Committee in place of J. A. Burch, whose term of office expires with this meeting.

Adjourned to 10 A.M., Thursday.

THURSDAY, 10 A.M.

The roll having been called, it was found that Savannah had a majority of votes, and was therefore declared as the place for holding the annual Convention of 1871.

The Committee to confer with the Quartermaster General of the United States, made the following report:

CHICAGO, September 28th, 1870.

The Committee appointed at the annual meeting of the Association, held in New York, March 30th, 1870, to confer with the Quartermaster General of the United States, and solicit the adoption of the Travelers' Official Railway Guide as

the standard authority in the Quartermaster's Department for railway distances and information, have the honor to report as follows:

On the 11th of June the Committee called on General Meigs, and made known their appointment and the request of the Association. They were accorded a kind reception, and the assurance of an impartial consideration of the merits of the guide to the distinction asked for it, which they were requested to submit in writing.

On the 15th of September the Committee handed in their written argument, accompanied by letters of the most favorable tenor from twenty-six prominent railroad Presidents and Superintendents, which they secured by correspondence. Several additional letters have been received since our communication was forwarded.

On the 24th of September, the following reply was received:

WAR DEPARTMENT,
QUARTERMASTER GENERAL'S OFFICE,
WASHINGTON, D. C., September 23, 1870.

Messrs. D. M. Boyd, Jr., George A. Dadmum, L. M. Cole, Committee General Ticket Agents' Association, Philadelphia, Pa.:

GENTLEMEN—Your letter, without date, in relation to, and requesting the recognition of, the Travelers' Official Railway Guide as the standard authority in the Quartermaster's Department for railway distances and information, and inclosing papers in relation thereto, was received.

In reply, you are respectfully informed that your communication has been carefully considered, the two guides contrasted, and that the Travelers' Official Railway Guide is accepted as the standard in the Quartermasters' Department.

Respectfully, your obedient servant,
(Signed)

M. C. MEIGS,
Quartermaster General, Brevet Major-General U. S. A.

The recognition of the guide by the Quartermaster General is convincing proof of its intrinsic merit and superiority; while the strong indorsement bestowed upon it by railroad managers, when appealed to, is an evidence of the necessity of the work, and of their full indorsement of the enterprise. Copies of all the correspondence connected with the labors of the Committee are at the disposal of the Convention.

Very respectfully submitted,

D. M. BOYD, JR.,
L. M. COLE,
GEO. A. DADMUN,
Committee.

By F. Colton :

Resolved, That the hearty thanks of this Convention are rendered to the people of Atlanta, Georgia, for the very cordial invitation extended to us, with the wish that the meeting of the Association next spring should be held in that city, and that we hope to be able to visit their city at no distant day, and accept their courtesies.

Adopted.

Mr. H. M. Neilson, representing the North Pacific Transportation Company, made some very able and interesting remarks concerning the Australian trade—setting forth, in strong light, the advantages to be gained by cultivating that traffic—which were listened to with attention, and many ideas, new to most of the members, were obtained.

On motion, the subject was referred to the Executive Committee for action at this meeting.

Adjourned to 3 o'clock P.M.

3 P.M.

The consideration of passenger rates was next taken up, and the revision of the schedule commenced.

Adjourned to 10 A.M. Friday.

FRIDAY, 10 A.M.

The Executive Committee made the following report on the subject of Australian traffic :

The Executive Committee, instructed to report on the remarks made by Mr. Neilson, beg leave to submit : That fully appreciating the importance of perfecting arrangements for securing the business traffic between Australia and the old world, Mr. Neilson be requested to publish his remarks, and such data bearing upon the subject as he thinks proper, for the use of the members of the Association; that each member furnish his general managing officer with such copy, and request his

co-operation and influence toward securing the passage of a bill by Congress providing for the establishment of a first-class steamship line between San Francisco and Australia, the only link now wanting to perfect the chain of through transit between the continent and Australia, by way of the United States.

Impressed with the importance of perfecting arrangements at an early day, under which through transportation may be secured between the points hereinbefore referred to, we recommend the appointment of a Committee by this Association who shall represent the rail lines immediately in interest, and who will confer with representatives of the steamship lines, and will establish through rates, and agree upon the necessary details.

C. E. FOLLETT,
F. R. MYERS,
L. M. COLE,

Executive Committee.

Report accepted and adopted.

On motion, the hearty thanks of the Association were presented to Mr. Neilson for his able remarks on the question of transatlantic traffic.

The following-named persons were appointed the Committee, as suggested in the foregoing report:

T. H. Goodman, F. Colton, H. P. Stanwood, E. St. John, Samuel Powell, H. W. Gwinner, L. M. Cole, W. R. Barr, C. H. Kendrick.

The following dispatch was received and read:

CINCINNATI, O., September 29, 1870.

To the President of the General Ticket Convention, in Session at Chicago:

The Cincinnati Industrial Exposition is now a demonstrated success, and visitors from every section of the country declare that it far excels anything of the kind ever before attempted in this country. The managers feel that every facility should be afforded the people from every point to visit the Exposition, and they appeal to the railroad management of the country to aid them in this matter, by furnishing them every accommodation possible in the way of excursion trains and reduced fares. They feel that Cincinnati has been discriminated against, and especially in comparison with St. Louis, and they hope the gentlemen of the General Ticket Agents' Association now assembled, will give the subject careful consideration, and promptly grant this request, which they think, in view of all the facts and circumstances, is but reasonable and proper.

CHAS. F. WILSTACH,
President Cincinnati Industrial Exposition.

On motion, Messrs. O'Brien, Stevenson and Lord were appointed a Committee to report on same.

By B. W. Wrenn :

Whereas, The Convention yesterday expressed, by a very complimentary majority, their desire to hold the next annual Convention in Georgia,

Resolved, That the Secretary be requested to make the vote unanimous in favor of Savannah.

The line from Louisville and Memphis to Savannah, thence to Florida, will provide through cars to leave Louisville and Memphis, and free passes will be gladly furnished to the wives or lady companions of delegates attending.

Due notice of the arrangements will be given.

Adopted.

The Committee on Cincinnati Industrial Exhibition letter made the following report :

The Railroad Companies diverging from Cincinnati, with one exception, have fully complied with the request of the Committee of Transportation of the Industrial Exhibition, held at Cincinnati, for reduced rates of fare, and with such arrangement the Committee expressed entire satisfaction. It is the sense of the Convention that no official recognition can be entertained of the telegraphic dispatch of the Hon. Charles F. Wiltach, as it directly relates to the individual action of the several railroads to whom the Committee on Transportation have previously applied. We think that no discrimination was intended toward Cincinnati; but the duration of the Exposition, making it impossible for through lines to make a reduction of passage rates without seriously interfering with the regular business, induced many lines to refuse or neglect to make the arrangements asked for.

W. L. O'BRIEN,
SAM'L STEVENSON,
F. B. LORD,
Committee.

Adjourned to 3 P.M.

FRIDAY, 3 P.M.

The schedule of rates was again taken up, and corrections made therein to a large extent, and on motion was adopted, to take effect November 1, 1870.

On motion,

Resolved, That the thanks of the Association be presented to Messrs. Drake, Felt & Turner, proprietors of the Tremont House, for courtesies received in the way of rooms in which to hold our meetings, and for kind attentions generally.

Adjourned.

A. A. BARNES,
President.

SAM'L POWELL,
Secretary.

Executive Committee—C. E. FOLLETT, F. R. MYERS, L. M. COLE.

PROCEEDINGS OF CONVENTION OF NATIONAL GENERAL TICKET AGENTS' ASSOCIATION.

SAVANNAH, Ga., March 29th, 1871.

The meeting was called to order by the President, A. A. Barnes.

Messrs. W. L. Danley, E. R. Dorsey and Samuel Stevenson were appointed a Committee on Credentials, who reported the following-named gentlemen in attendance, and representing the corporations placed opposite their names :

WILLIAM KEAVEY.....	Alabama & Chattanooga R. R.
W. J. HOUSTON.....	Atlanta & West Point "
J. B. BOND.....	Atlantic & Gulf "
FRANK HUGAR.....	Atlantic, Mississippi & Ohio "
L. M. COLE.....	Baltimore & Ohio "
E. FITZGERALD.....	Bay Line Steamers.
E. N. KIMBALL.....	Brunswick & Albany "
J. W. GORE.....	Camden & Amboy "
J. G. TANNATT.....	Cartersville & Van Wert "
W. F. DOWNS.....	Central Branch Union Pacific "
S. C. BOYLSTON.....	Charleston & Savannah "
E. R. DORSEY.....	Charlotte, Columbia & Augusta "
J. F. NETHERLAND.....	Chesapeake & Ohio "
SAM'L POWELL.....	Chicago, Burlington & Quincy "
H. P. STANWOOD.....	Chicago & North-Western "
E. ST. JOHN.....	Chicago, Rock Island & Pacific "
SAMUEL STEVENSON.....	Cincinnati, Hamilton & Dayton "

G. M. HUNTINGTON.....	Cincinnati & Indianapolis Junction R. R.	
E. A. FORD.....	Cleveland, Columbus, Cincinnati & Indianapolis	"
JAMES R. OGDEN.....	East Tennessee, Virginia & Georgia	"
B. McCHAN.....	Erie	"
D. B. TRACY.....	Flint & Pere Marquette	"
G. E. STOCKBRIDGE.....	Florida	"
J. A. ROBERT.....	Georgia	"
W. P. JOHNSON.....	Illinois Central	"
N. E. SCOTT.....	Indianapolis, Bloomington & Western	"
F. B. PAPY.....	Jacksonville, Pensacola & Mobile	"
C. P. ATMORE.....	Jefferson, Madison & Indianapolis	"
A. C. DAWES.....	Kansas City, St. Joseph & Council Bluffs	"
R. H. CAMPBELL.....	Knoxville & Charleston	"
L. C. DARTE.....	Lackawanna & Bloomsburg	"
J. W. CARY.....	Lake Shore & Michigan Southern	"
LORING S. RICHARDSON.....	Little Rock & Fort Smith	"
S. B. JONES.....	Louisville, Cincinnati & Lexington	"
W. H. KING.....	Louisville & Nashville	"
S. K. HOOPER.....	Louisville, New Albany & Chicago	"
W. E. DAVIS.....	Macon & Brunswick	"
E. A. FLUELLEN.....	Macon & Western	"
J. W. PILLSBURY.....	Marietta & Cincinnati	"
A. A. BARNES.....	Memphis & Charleston	"
C. D. WHITCOMB.....	Michigan Central	"
D. B. MOREY.....	Mississippi Central	"
C. L. FITCH.....	Mobile & Ohio	"
JOHN S. POLLARD.....	Mobile & Montgomery	"
S. D. HUBBARD.....	Montgomery & West Point	"
W. L. DANLEY.....	Nashville & Chattanooga	"
F. W. RANKIN.....	New Jersey Railway & Transportation Co.	"
S. E. CAREY.....	New Orleans, Jackson & Gt. Northern	"
G. G. SANBORN.....	New Orleans, Mobile & Chattanooga	"
P. L. CLEAPOR.....	North-Eastern	"
D. P. DUSHANE.....	North Louisiana & Texas	"
ELLIS CLARK.....	North Pennsylvania	"
J. M. BROADUS.....	Orange, Alexandria & Manassas	"
W. B. HALE.....	Pacific (Missouri)	"
H. W. GWINNER.....	Pennsylvania	"
D. R. DUNN.....	Petersburg & Weldon	"
CLINTON G. HANCOCK.....	Philadelphia & Reading	"
GEO. A. DADMUN.....	Philadelphia, Wilmington & Baltimore	"
F. R. MYERS.....	Pittsburgh, Ft. Wayne & Chicago (Penn. R. R. Co. lessee)	"
W. L. O'BRIEN.....	Pittsburgh, Cincinnati & St. Louis	"
E. PHILLIPS.....	Providence & New York S. S. Company	"

PROCEEDINGS OF CONVENTION OF NATIONAL GENERAL TICKET AGENTS' ASSOCIATION.

PHILADELPHIA, September 27th, 1871.

Semi-annual meeting, called to order, at the Continental Hotel,
the President, Mr. George A. Dadmun.

Messrs. T. L. Kimball, J. W. Gore and S. E. Carey were
appointed a Committee on Credentials, who reported the following-
named gentlemen in attendance, and representing the corporations
placed opposite their names:

C. E. DURKEE.....	Adirondac R. R.
S. E. MAYO.....	Albany & Susquehanna "
H. P. BALDWIN.....	Allentown Line
W. B. SHATTUC.....	Atlantic & Great Western "
C. D. OWENS.....	Atlantic & Gulf "
L. M. COLE.....	Baltimore & Ohio "
A. C. DAVIS.....	Belvidere & Delaware "
ED. A. BROWN.....	Boston, Clinton & Fitchburg "
JOHN CLARK.....	Brock's Line of Steamers on St. John's River
J. B. YATES.....	Brunswick & Albany "
C. J. IVES.....	Burlington, Cedar Rapids & Minnesota "
A. E. TOUZALIN.....	Burlington & Missouri River "
J. W. GORE.....	Camden & Amboy "
H. WHITEMAN.....	Camden & Atlantic "
W. F. SHELMAN.....	Central Georgia "
J. F. NETHERLAND.....	Chesapeake & Ohio "

JAS. CHARLTON.....	Chicago & Alton R. R.
H. P. STANWOOD.....	Chicago & North-Western "
SAM'L POWELL.....	Chicago, Burlington & Quincy "
E. ST. JOHN.....	Chicago, Rock Island & Pacific "
SAM'L STEVENSON.....	Cincinnati, Hamilton & Dayton "
S. F. PIERSON.....	Cleveland, Columbus, Cincinnati & Indianapolis "
L. A. PIERCE.....	Cleveland & Detroit Steamers "
W. C. CLELAND.....	Cleveland & Pittsburgh "
H. WILLIAMS.....	Danbury & Norwalk "
WM. BOMBERGER.....	Dayton & Union "
W. F. HOLWILL.....	Delaware, Lackawanna & Western "
JAMES BARKER.....	Des Moines Valley "
W. R. BARR.....	Erie Railway "
ROBERT RILLIE.....	Ft. Wayne, Jackson & Saginaw "
JOHN J. GRAFTON.....	Ft. Wayne, Muncie & Cincinnati "
S. W. SCOTT.....	Galveston, Houston & Henderson "
J. A. ROBERT.....	Georgia "
J. H. WHITMAN.....	Grand Trunk "
P. B. GROAT.....	Hannibal & St. Joseph "
JOSEPH LEIB.....	Hanover Branch & Gettysburg "
W. P. JOHNSON.....	Illinois Central "
J. W. BROWN.....	Indianapolis, Bloomington & Western "
W. H. L. NOBLE.....	Indianapolis, Cincinnati & La Fayette "
A. ANDERSON.....	Jeffersonville, Madison & Indianapolis "
S. C. HOUGH.....	Lake Superior & Mississippi "
W. H. SAYRE, JR.....	Lehigh Valley "
J. E. McGETTIGAN.....	Logansport, Crawfordsville & Southwestern "
W. H. KING.....	Louisville & Nashville "
HENRY STEFFEE.....	Louisville, Cincinnati & Lexington "
S. K. HOOPER.....	Louisville, New Albany & Chicago "
N. DeGRAFFENRIED.....	Macon & Brunswick "
J. W. PILLSBURY.....	Marietta & Cincinnati "
J. A. KINGSBURY.....	Marietta & Pittsburgh "
A. A. BARNES.....	Memphis & Charleston "
C. P. OAKLEY.....	Memphis & Little Rock "
C. D. WHITCOMB.....	Michigan Central "
G. W. COBB.....	Mineral Point "
F. H. WHITE.....	Mississippi & Tennessee "
H. D. MIRICK.....	Missouri, Kansas & Texas "
JOHN S. POLLARD.....	Mobile & Montgomery "
JOHN A. PUNCH.....	Mobile & Ohio "
CHAS. A. WHITNEY.....	Morgan's Line of Steamers "
W. L. DANLEY.....	Nashville & Chattanooga "
F. W. RANKIN.....	New Jersey Railway & Transportation Co.

S. E. CAREY.....	New Orleans, Jackson & Gt. Northern R. R.	
G. G. SANBORN.....	New Orleans, Mobile & Texas	"
E. S. YOUNG.....	Northern Central	"
FRANCE CHANDLER.....	North Missouri	"
ELLIS CLARK.....	North Pennsylvania	"
C. C. HUNTLEY.....	Northwestern Stage Company	
W. B. HALE.....	Ohio & Mississippi	"
RICHARD GRAY.....	Omaha & Southwestern	"
J. M. BROADUS.....	Orange, Alexandria & Manassas	"
E. A. FORD.....	Missouri Pacific	"
H. W. GWINNER.....	Pennsylvania	"
D. R. DUNN.....	Petersburg & Weldon	"
D. M. BOYD, JR.....	Philadelphia & Erie	"
C. G. HANCOCK.....	Philadelphia & Reading	"
G. A. DADMUN.....	Philadelphia, Wilmington & Baltimore	"
F. R. MYERS.....	Pittsburgh, Ft. Wayne & Chicago	"
THOS. BADGER.....	Raleigh & Gaston	"
O. N. CRANDALL.....	Rensselaer & Saratoga	"
JOHN R. MACMURDO.....	Richmond, Danville & Piedmont	"
W. N. BRAGG.....	Richmond & York River	"
C. E. FOLLETT.....	St. Louis, Vandalia, Terre Haute & Indianapolis	"
JAMES W. BROWN.....	Seaboard & Roanoke	"
JOHN B. PECK.....	Selma, Rome & Dalton	"
A. SHAW.....	South & North Alabama	"
CHAS. A. WARDEN.....	Southern Central	"
JOHN FOGGETT.....	Springfield & Illinois Southeastern	"
J. U. PARSONS.....	Toledo, Wabash & Western	"
C. W. MOSELEY.....	Troy & Boston	"
THOMAS L. KIMBALL.....	Union Pacific	"
B. N. BULLOCK.....	Vermont & Massachusetts	"
B. W. WRENN.....	Western & Atlantic	"
JOS. W. ALLEN.....	West Jersey, Cape May & Millville	"
WM. JAMES.....	West Wisconsin	"
A. POPE.....	Wilmington, Columbia & Augusta	"
A. J. MEAD.....	Winona & St. Peter	"

Mr. S. F. Pierson was elected a member of the Executive Committee in place of F. R. Myers, whose term of office expires with this meeting.

The roll having been called, it was found that San Francisco had a majority of the votes, and it was therefore declared as the place for holding the annual Convention of 1872.

The Executive Committee presented the following subjects for consideration :

First. Incorporation of emigrant rates in the general schedule.

Second. Discontinuance of colonists' rates.

Third. The adoption of some system by which application for passes by agents and others employed in the passenger department, shall be indorsed by the head of such department.

Fourth. The discontinuance of excursion rates and tickets through the medium of agents, who make the running of excursions their business.

Fifth. Relative to the action of the railroad lines terminating in St. Louis, in cutting off outside offices, etc.

The report of the Executive Committee was then taken up in detail, and disposed of as follows :

First Item. Not adopted.

Second Item. By Mr. France Chandler :

Resolved, That the so-called colonists' rates be discontinued on and after November 1st; and that tickets to Western points be sold from that date only at regular first and second class rates, excepting to emigrants from the seaboard cities.

Upon a division, the resolution as submitted was adopted by the following vote :

YEAS.

Charles E. Follett,
John U. Parsons,
Thomas L. Kimball,
P. B. Groat,
H. Williams,
J. A. Kingsbury,
W. H. L. Noble,
France Chandler,
E. A. Ford,
Wm. Bomberger,

Samuel Stevenson,
W. P. Johnson,
J. W. Brown,
A. Anderson,
Henry Steffee,
W. H. King,
S. K. Hooper,
J. W. Pillsbury,
F. W. Rankin,
F. R. Myers,

James Charlton,
J. A. Punch,
Samuel Powell,
W. R. Barr,
W. B. Shattuc,
W. B. Hale,
H. P. Stanwood,
E. St. John,
A. E. Touzalin.
Total Yeas—29.

NAYS.

L. M. Cole,
J. F. Netherland,
A. A. Barnes,
J. S. Pollard,

Henry W. Gwinner,
G. G. Sanborn,
D. R. Dunn,

A. Pope,
H. D. Mirick,
J. B. Peck.
Total Nays—10.

Third Item. By F. R. Myers:

Resolved, That we honor no application for passes for parties representing themselves to be Passenger or Ticket Agents, unless such application be indorsed by some general officer of the company by which they claim to be employed; and that all applications not in conformity with the above be referred to the General Ticket Agents of such companies.

The resolution as submitted by Mr. Myers, was carried unanimously.

Fourth Item. The following preamble and resolution was introduced by Mr. F. R. Myers, amended by Mr. Henry W. Gwinner, and, upon consideration, adopted:

Whereas, Sound policy dictates the discouragement of all arrangements with parties not holding official railway positions in the getting up of excursions and ticketing of passengers at reduced rates, therefore, be it

Resolved, That no lines connected with the Association shall, hereafter, make any terms for excursions with any parties who organize them on a speculative basis.

At this point the Convention adjourned to Thursday, September 28th, at 9 o'clock A.M.

THURSDAY, 9 A.M.

Upon re-assembling, the *Fifth Item* of the Executive Committee's report was taken into consideration; and when the circular and agreement of the lines terminating at St. Louis had been read, the following resolution was offered by Mr. W. H. King, and adopted by a unanimous vote:

Resolved, That the action of lines terminating in St. Louis, relative to the sale of tickets at outside offices, and the steps taken by them for purging the ticket business of the many evils that have surrounded it in that city, meets the hearty approval of this Convention; and we pledge ourselves to co-operate fully with them, by the withdrawal of our passenger men, and the discontinuance of the payment of commissions in St. Louis, as requested in the communication presented by them to this Convention.

The consideration of passenger rates was next in order, and the

Convention resolved itself into a Committee of the Whole for a revision of the schedule now in force. This business occupied the balance of the day's session.

FRIDAY.

The Convention resolved itself into a Committee of the Whole, and resumed the consideration of passenger rates, revising the schedule now in force.

During the session a resolution was introduced by Mr. Henry W. Gwinner, and unanimously adopted,

That Edward Vernon be made an honorary member of this Association.

At the same time the subject of subsidizing Webb's American Steamship Line, between San Francisco, Australia and New Zealand, was brought before the meeting, and the following preamble and resolution was offered by Mr. Thomas L. Kimball, and, upon consideration, adopted:

Whereas, At the September, 1870, meeting of this Association, the question of aiding in establishing and supporting a first-class steamship line between the port of San Francisco and Australia was fully discussed, and its importance stated in a report from Messrs. Follett, Myers and Cole, which report requested each member to procure the co-operation and influence of his managing officer to secure the passage of a bill by Congress providing aid to such line, and it is well known that such bill was introduced at the last session of Congress, but failed of passage, and

Whereas, On a small subsidy from the Government of New Zealand, and in anticipation of aid from our own, W. H. Webb, Esq., established the United States, New Zealand and Australia Line of first-class steamships, to complete the chain of communication by which it was hoped to divert the traffic of transpacific ports to Great Britain across this continent, which hope has been realized in a large increase of such business over the lines in interest, but has not, and will not for several years, become sufficient to sustain Mr. Webb's Line without further aid, therefore, be it

Resolved, That it is the unanimous desire of the General Ticket Agents' Association that our Government aid in sustaining this American enterprise; and that it is the duty of each member to use every legitimate means to induce Congress, at its next session, to vote a liberal subsidy to the United States, New Zealand and Australia Steamship Line.

The schedule of passenger rates, as presented to the Association, was adopted, to take effect November 1st, 1871.

Prior to the final adjournment, the two following resolutions were introduced and adopted:

Resolved, That the hearty thanks of the members of this Association be, and are hereby, tendered to the proprietors of the Continental Hotel for the courtesies received, and for the ample accommodations of rooms placed at our disposal during the session of the Convention.

Resolved, That while we do not attempt in the slightest degree to fully express our thanks for the kindness and wholesale generosity extended to us and ours during our stay in this city, by the resident members, still we cannot, in justice to ourselves, pass over in silence their untiring exertions in the furtherance of our pleasure and happiness. May their shadows never be less.

There being no further business before the Convention, it adjourned to meet in San Francisco on the last Wednesday in March, 1872.

GEORGE A. DADMUN,
President.

SAM'L POWELL,
Secretary.

Executive Committee—L. M. COLE, W. P. JOHNSON, S. F. PIERSON.

PROCEEDINGS OF CONVENTION OF NATIONAL GENERAL TICKET AGENTS' ASSOCIATION.

LOUISVILLE, Ky., March 26th, 1872.

Special meeting, called to order, at the Galt House, by the President, George A. Dadmun.

Messrs. H. P. Stanwood, C. L. Fitch and W. H. King were appointed a Committee on Credentials, who reported the following-named gentlemen in attendance, and representing the corporations placed opposite their names:

M. L. SARGENT.....	Atchison, Topeka & Santa Fe R. R.
W. J. HOUSTON.....	Atlanta & West Point "
W. B. SHATTUC.....	Atlantic & Gt. Western "
L. M. COLE.....	Baltimore & Ohio "
JAMES DAILEY.....	Boston & Providence "
C. J. IVES.....	Burlington, Cedar Rapids & Minnesota "
A. E. TOUZALIN.....	Burlington & Missouri River "
W. F. SHELMAN.....	Central Georgia "
E. R. DORSEY.....	Charlotte, Columbia & Augusta "
J. CHARLTON.....	Chicago & Alton "
SAM'L POWELL.....	Chicago, Burlington & Quincy "
C. B. MANSFIELD.....	Chicago, Danville & Vincennes "
H. P. STANWOOD.....	Chicago & North-Western "
W. G. TAYLOR.....	Chicago & Iowa "
SAMUEL STEVENSON.....	Cincinnati, Hamilton & Dayton "

S. F. PIERSON.....	Cleveland, Columbus, Cincinnati & Indianapolis R. R.	
E. A. BUELL.....	Columbus & Hocking Valley	"
B. McCHAN.....	Erie Railway	
J. E. MARTIN.....	Evansville & Crawfordsville	"
C. M. WYANT.....	Evansville, Henderson & Nashville	"
D. B. TRACY.....	Flint & Pere Marquette	"
ROBERT RILLIE.....	Ft. Wayne, Jackson & Saginaw	"
J. A. ROBERT.....	Georgia	"
T. L. HAYDEN.....	Gilman, Clinton & Springfield	"
P. B. Groat.....	Hannibal & St. Joseph	"
W. P. JOHNSON.....	Illinois Central	"
JOHN W. BROWN.....	Indianapolis, Bloomington & Western	"
C. K. LORD.....	Indianapolis, Cincinnati & La Fayette	"
C. C. COBB.....	Indianapolis & St. Louis	"
F. P. WADE.....	Indianapolis, Peru & Chicago	"
A. ANDERSON.....	Jeffersonville, Madison & Indianapolis	"
A. C. DAWES.....	Kansas City, St. Joseph & Council Bluffs	"
H. P. RANSOM.....	Kentucky Central	"
J. W. CARY.....	Lake Shore & Michigan Southern	"
W. S. ALEXANDER.....	Lake Superior & Mississippi	"
C. B. PECK.....	Leavenworth, Lawrence & Galveston	"
S. S. PARKER.....	Louisville, Cincinnati & Lexington	"
W. H. KING.....	Louisville & Nashville	"
S. K. HOOPER.....	Louisville, New Albany & Chicago	"
J. W. PILLSBURY.....	Marietta & Cincinnati	"
J. A. KINGSBURY.....	Marietta & Pittsburgh	"
A. A. BARNES.....	Memphis & Charleston	"
C. P. OAKLEY.....	Memphis & Little Rock	"
B. MOZLEY.....	Michigan Central	"
A. V. H. CARPENTER.....	Milwaukee & St. Paul	"
J. A. PUNCH.....	Mobile & Ohio	"
J. S. POLLARD.....	Mobile & Montgomery	"
S. D. HUBBARD.....	Montgomery & West Point	"
W. L. DANLEY.....	Nashville & Chattanooga	"
R. P. BROWN.....	Nashville & Decatur	"
S. E. CAREY.....	New Orleans, Jackson & Gt. Northern	"
C. L. FITCH.....	New Orleans, Mobile & Texas	"
C. B. MEEKER.....	New York Central & Hudson River	"
M. L. JUSTIN.....	New York & Oswego Midland	"
P. L. CLEAFOR.....	Northeastern (S. C.)	"
GEO. B. HIBBARD.....	Northern Pacific	"
W. B. HALE.....	Ohio & Mississippi	"
E. A. FORD.....	Pacific, and Atlantic & Pacific	"
D. M. BOYD, JR.....	Pennsylvania	"

GEO. A. DADMUN.....	Philadelphia, Wilmington & Baltimore R. R.
F. R. MYERS.....	Pitts., Ft. W. & Chicago, and Pitts., Cin. & St. Louis “
D. A. SWEET.....	Quincy, Alton & St. Louis “
J. D. MACMURDO.....	Richmond, Danville & Piedmont “
T. PENFIELD.....	Rockford, Rock Island & St. Louis “
J. L. TAYLER.....	St. Joseph & Denver City “
J. W. MASS.....	St. Louis & Southeastern “
J. W. PICKLE.....	St. Louis & Iron Mountain “
F. CHANDLER.....	St. Louis, Kansas City & Northern “
C. E. FOLLETT.....	St. Louis, Vandalia & Terre Haute “
S. C. BOYLESTON.....	Savannah & Charleston “
JAMES W. BROWN.....	Seaboard & Roanoke “
JOHN B. PECK.....	Selma, Rome & Dalton “
S. B. PICKENS.....	South Carolina “
G. M. HUNTINGTON.....	Southern Central (N. Y.) “
H. C. TOWNSEND.....	Toledo, Peoria & Warsaw “
J. U. PARSONS.....	Toledo, Wabash & Western “
JAS. FERRIER.....	United States Mail Line
T. L. KIMBALL.....	Union Pacific “
B. W. WRENN.....	Western Atlantic “
A. J. MEAD.....	Winona & St. Peter “

On motion of A. A. Barnes, it was unanimously

Resolved, That this special meeting, duly called, shall take the place of the regular annual Convention, as provided in the By-Laws, to be held on the last Wednesday in March.

The election of President and Vice-President being first in order, E. A. Ford was elected President, and S. E. Carey Vice-President, for the ensuing year.

W. L. Danley was elected a member of the Executive Committee in place of L. M. Cole, whose term of office expires with this meeting.

The roll having been called, it was found that New York had a majority of the votes cast, and was therefore declared as the place for holding the semi-annual Convention of 1871; and on a subsequent vote, the St. Nicholas Hotel was designated as the place in said city where it should convene.

The rule requiring the making of passenger rates was suspended,

in order that the report of the Executive Committee might be received, whereupon the following report was submitted :

The Executive Committee presented the following subjects for consideration, to-wit :

First. Applications have been and will be made for reduced rates and round trip tickets to political, musical and other convocations, to be held at competing points during the coming season; and for teachers, pleasure-seekers, and other individuals. What rule shall be adopted as between competing lines, regarding this class of business?

Second. The committee urge the general adoption of a form of ticket for all classes of reduced rates, which shall effectually cut off a form of speculation in tickets by selling them in detached parts, or the use of coupons a second time, and make the following suggestions, viz.: that tickets be prepared having a contract with the desired limitations on the ticket proper, together with blank spaces for canceling, there being one such space for each road traversed; that the usual coupons be dated, canceled, and detached by the ticket seller at the time of sale, and returned to the general ticket office for distribution to the several roads over which the ticket is to pass.

Third. An agreement entered into in February last, by the lines centering in St. Louis, is presented herewith, and its general adoption recommended.

Fourth. They recommend the adoption of a rule determining the responsibility for lost or damaged baggage *en route*, when the loss cannot be definitely traced to any particular company in the line, and suggest that such loss should be paid *pro rata* by all the companies comprising such line.

On motion, the report was accepted.

On motion, it was ordered that it be taken up by sections.

Section 1 was taken up, when S. F. Pierson offered the following resolution :

That all classes of round and single trip tickets at reduced rates be and are hereby abolished, so far as they may affect competitive business; and that the parties signing this proposition agree to make no reduction either for individuals or parties, except that on business where all the lines interested in the competition agree, such common reduction may be made as is agreed upon.

After discussion, action was indefinitely postponed.

Section 2 was taken up, and after discussion, the question being on its adoption, was lost.

Adjourned to 3 o'clock P.M.

3 P.M.

Section 3 was taken up, and after being discussed at length, action was indefinitely postponed.

Section 4. A resolution bearing on this section, passed at the regular Convention held at Memphis, March 6, 1867, was ordered reprinted, which is as follows:

“By W. R. Barr:

“*Resolved*, That all admitted and unlocated claims for loss or damage to baggage be pro rated per rate between the points and by the line over which it was checked.

“*Adopted.*”

The following, offered by D. M. Boyd, Jr., was not adopted:

Resolved, That where round trip tickets are sold at reduced rates, passing over two or more lines, the basis of such rates shall not be less than two cents per mile each way by the short line, with transfers added.

The following, offered by F. R. Myers, was not adopted:

Whereas, It is evident that the various railroad companies will be compelled to issue excursion tickets to the delegates elected to attend the several national political conventions to be held during the present year, therefore, be it

Resolved, That no company make such rates less than one and one-half cents per mile each way by the short line, adding transfers.

By W. B. Shattuc:

Whereas, There exists a desire upon the part of many members of this Association for a more perfect understanding relative to the payment of commissions, with a view to establish a uniform rate for the government of all interested, therefore,

Resolved, That a committee of nine be appointed to prepare a table of commissions between principal points, such table to be submitted for the consideration of this Association.

Resolved, That the through commissions shall be divided upon the basis of the divisions upon the ticket rates between the points for which the commissions are paid; that is, each line shall pay a proportion of a through commission in proportion to the amount received by it for a through ticket.

The first section of the resolution was adopted, and a Committee

consisting of Messrs. Shattuc, Parsons, Charlton, Boyd, J. W. Cary, Chandler, Cole, King and Fitch were appointed.

The second section was not adopted, but was referred to the Committee for their consideration.

Adjourned to Wednesday, 9 o'clock A.M.

WEDNESDAY, 9 A.M.

The consideration of passenger rates occupied the attention of the Convention from this time till Friday afternoon.

FRIDAY P.M.

The following, offered by T. L. Kimball, was adopted:

Whereas, The practice of ticket speculators, and others, of detaching coupons of through tickets and selling them at terminal points, results in serious loss to the local revenues of the roads interested, therefore,

Resolved, That it is the duty of all railroad and transportation companies issuing passage tickets over connecting lines, to use every available means for protecting their local traffic; and to this end we recommend the exclusive adoption of the modern contract form of tickets, with the official signature of the general ticket agent, or other officer, upon the *contract only*, each coupon or auditor's check attached to such contract bearing the clause "forfeited if detached," or its equivalent.

Mr. Chandler offered the following amendment to the By-Laws which was adopted:

Resolved, That the word "Wednesday" be stricken out of the second and third lines of Section 1st of the By-Laws, and "Friday" be substituted in its place thereof, so that the section will read: "The annual Convention shall be held on the last Friday in March, and the semi-annual Convention on the last Friday of September of each year, at 11 o'clock A.M.," etc.

The Committee on Commissions made the following report :

The Committee appointed to prepare a tariff of uniform commissions upon through business, respectfully report :

That they deem it impracticable to arrange such a tariff, except between principal common points, and in this view would recommend the adoption of the following basis, to take effect when it shall be agreed to, and when the agreement has been signed by the representatives of all the lines or roads competing for business between the points named.

* * * * *

[Upon motion, the table of commissions was ordered to be omitted in the proceedings.—*Secretary.*]

* * * * *

While your Committee favor the modification of the commission system as at present conducted, yet they do not believe it can be effected except by some gradual and well digested plan. They regard the regulation and control of commissions, securing uniformity and reduced rates, as the first step toward that end. They have been unable to agree upon a plan for payment and division whereby the foregoing rates shall not be exceeded, but submit them for the consideration and action of the Association.

W. B. SHATTUC, *Chairman.*

On motion of Charles E. Follett, the report was accepted, and the Committee continued in office, with instructions to have the report printed and sent to each General Ticket Agent for his signature.

By W. B. Shattuc :

Resolved, That the hearty thanks of this Association are hereby tendered to the resident General Ticket Agents, and to the Superintendent of the Louisville Transfer Company, for courtesies extended to the members.

Adopted.

The schedule of rates, as revised, was adopted, to take effect May 1st, 1872, after which the Convention adjourned.

E. A. FORD,
President.

SAM'L POWELL,
Secretary.

Executive Committee—W. P. JOHNSON, S. F. PIERSON, W. L. DANLEY.

PROCEEDINGS OF CONVENTION

OF

NATIONAL GENERAL TICKET AGENTS'

ASSOCIATION.

St. Louis, May 7th, 1872.

Special meeting, called to order by the President, Mr. E. A. Ford.

Messrs. B. R. Keim, C. J. Ives and A. Anderson were appointed a Committee on Credentials, who reported the following-named gentlemen in attendance, and representing the corporations placed opposite their names:

J. H. PLATT.....	Atchison, Topeka & Santa Fe R. R.
L. P. FARMER.....	Atlantic & Pacific "
C. J. IVES.....	Burlington, Cedar Rapids & Minnesota "
S. M. MILLER.....	Burlington & Missouri River "
JAMES CHARLTON.....	Chicago & Alton "
SAM'L POWELL.....	Chicago, Burlington & Quincy "
S. F. PIERSON.....	Cleveland, Columbus, Cincinnati & Indianapolis "
J. E. MARTIN.....	Evansville & Crafordsville "
P. B. GROAT.....	Hannibal & St. Jo. "
W. P. JOHNSON.....	Illinois Central "
C. K. LORD.....	Indianapolis, Cincinnati & La Fayette "
GEO. ADY.....	Kansas City, St. Joseph & Council Bluffs "
B. R. KEIM.....	Kansas Pacific "
J. W. CARY.....	Lake Shore & Michigan Southern "
W. H. KING.....	Louisville & Nashville "
S. K. HOOPER.....	Louisville, New Albany & Chicago "

Section 1 of By-Laws was amended by inserting in lines two and three, after the words Friday, "but one," so that the section shall read: "The annual Convention shall be held on the last Friday but one in March, and the semi-annual Convention on the last Friday but one in September, in each year," etc.

The following resolution was, after discussion, laid on the table :

Resolved, That from this time henceforth all lines represented in this Association will consider themselves at liberty to make any rates they please for colony or excursion parties, all agreements heretofore made to be considered null and void.

Adjourned to 10 A.M. Saturday, Sept. 21st.

SATURDAY, 10 A.M.

A communication was received from J. G. Niel, President of the United States Railroad Mutual Life Insurance Association, asking that arrangements be made for passing their delegates to the annual Convention.

The Secretary was directed to answer that this is a matter upon which the Association cannot act, but that if any arrangement is made, it must be with the Superintendents of the various roads.

By A. A. Barnes :

That paying a ticket-seller, ostensibly to "post advertisements," a stipulated sum per month, in addition to regular commission, is equivalent to raising commissions, and should be so regarded.

Adopted.

Henry W. Gwinner and William R. Barr were elected honorary members of this Association.

The Committee on Commissions made the following report :

Your committee, continued from the last regular meeting, for the purpose of securing an agreement by the representatives of lines interested in a system of

uniform commissions, respectfully report that they have been unable to effect such an arrangement as would harmonize competing interests and secure a uniform basis for commissions.

W. B. SHATTUC,
Chairman.

Report accepted and Committee discharged.

By W. B. Shattuc:

Whereas, Section 7 of the By-Laws of this Association guarantees to the short lines the right to establish the rates between given points, and also forbids that reduction shall be made from such rates, when so established, except upon protest in open Convention, or after thirty days' notice to the Executive Committee, therefore,

Resolved, That the provisions of said section 7 should be enforced in their strict letter and spirit, and that members of this Association should be held accountable for any abatement from regularly established rates, unless such abatement shall have been made in conformity with the requirements of said section 7, or under the authority granted by it to the Executive Committee.

Resolved, That, as representatives of the passenger interests of the railways of the country, we are in duty bound to advance those interests by every legitimate means at our command, and especially by honorable efforts to maintain rates at such figures as will yield a just remuneration for the service of transporting passengers: and that such rates shall be those only established by this Association.

Referred to Committee of five, consisting of Messrs. Barnes, Cary, Boyd, Touzalin and Davenport.

By W. B. Davenport:

That seaboard emigrant rates shall not be applicable to interior points, but to *bona fide* foreign or seaboard emigrant business.

Adopted.

The revision of passenger rates was taken up, and occupied the balance of the day.

Adjourned to 9 A.M. Monday.

MONDAY, 9 A.M.

Rates were again the order of the day, and, after a time, their

President shall be members of the Executive Committee *ex-officio*. Each of the officers shall be elected by ballot, and the person receiving a majority of all the votes cast shall be declared elected to the office, and serve until his successor shall be elected. No one who is not a member of the Association shall be eligible to any office, nor hold office longer than he continues a member thereof.

ARTICLE 8. *First*. It shall be the duty of the President to preside at the meetings of the Association; to take the vote on all questions of debate; to preserve order, and appoint all committees, except as herein provided; and perform such other duties as the By-Laws shall prescribe.

Second. It shall be the duty of the Vice-President to preside during the absence of the President, and in case of the disability of the President from any cause, to act as President during the continuance of such disability.

ARTICLE 9. It shall be the duty of the Secretary to keep correct minutes of the proceedings of each meeting, and to publish the same after each session of the Convention. He shall also notify each member, by circular, of the time and place of each meeting, and attend to all other duties pertaining to the office.

ARTICLE 10. It shall be the duty of the Executive Committee to prepare a synopsis of the business requiring consideration by each meeting, and report same as soon as the meeting is organized; to settle all questions arising under this Constitution, or the By-Laws of the Association, in vacation, and report their acts to the next regular meeting of the Association, for approval or revision by the same; to call special meetings when the majority of the Committee deem necessary, under such regulations as may be provided in the By-Laws; to fill any vacancy in their own board happening in vacation; to appoint a Secretary *pro tem.*, in case of the disability or disqualification of the Secretary in vacation. In case of a vacancy occurring in both the offices of President and Vice-President, in vacation, the senior elective member of the Executive Committee shall be acting President until the next regular Convention, at which time (if a semi-annual Convention) any vacancy in either of said offices may be filled by an election.

ARTICLE 11. Fifteen members shall constitute a quorum to do business; but a less number may adjourn from time to time.

ARTICLE 12. The public use of intoxicating liquors during the continuance of the meetings of this Association is discountenanced. Any member guilty of intoxication during such session may be expelled, as provided for in the By-Laws.

ARTICLE 13. The Association may adopt By-Laws for the regulation of its proceedings and enforcing the provisions of this Constitution: *Provided*, that the same shall not conflict with the true intent hereof.

ARTICLE 14. This Constitution can be changed only by amendment, to be offered at any Convention, and adopted at the next Convention by a vote of two-thirds of the members then present.

On motion to adopt the report, Mr. T. L. Kimball moved to amend by adding the following :

That the last clause in the report be so amended as to read: "We would therefore, respectfully recommend that a Committee be appointed to prepare a Constitution or Articles of Association of the representatives of the passenger interests of the various transportation lines of the country, and report at this meeting."

Adopted.

The report as amended was then adopted, and a Committee consisting of Messrs. Kimball, Carpenter, Myers, Charlton, Barnes, Touzalin and Abbott were appointed to carry out the recommendation.

Adjourned to 7 P.M.

7 P.M.

Consideration of passenger rates occupied the entire time of this session.

Adjourned to 9 A.M. Tuesday.

TUESDAY, 9 A.M.

Consideration of passenger rates again taken up, and occupied the most of the day.

The Committee on New Constitution reported as follows:

The Committee appointed to prepare and report to this meeting articles for the government of a new organization, respectfully submit the following Constitution:

CONSTITUTION.

ARTICLE 1. The Association hereby constituted shall be styled the "GENERAL TICKET AND PASSENGER AGENTS' ASSOCIATION."

ARTICLE 2. Each railway corporation and transportation line in the United States and Canadas issuing tickets over, or receiving tickets from, other railway or transportation lines, shall be entitled to one representative in this Association, upon the following terms:

First. Such representative shall be authorized, by the general manager of his Company, to act for and bind the same as fully as the general managing officer thereof could do if present in person.

Second. He shall present credentials from such managing officer, of the tenor following, viz:

.....Company,18....

To the General Ticket and Passenger Agents' Association:

..... is hereby constituted a representative of the Passenger and Ticket department of this Company, at all meetings of the Association, and as such representative is vested with full power to act for and bind this Company in making rates and divisions for the transportation of passengers and baggage, and the adoption of rules and regulations for the execution of the foregoing powers; and to act in such capacity until the above delegated authority is revoked, and notice of the same given to the Secretary of the Association.

(Signature.)

Third. Such credentials shall be presented to the Secretary and by him referred to the Executive Committee, and upon approval of the same, endorsed thereon and signed by a majority of such Committee, he shall enroll such Company as a constituent of this Association.

Fourth. Upon such representative, so accredited, signing an agreement to abide by the Constitution and By-Laws, he shall become a member of this Association.

Fifth. A special representative for a particular meeting, presenting special credentials from the managing officer of any constituent company, authorizing him to act in place of the officer in charge of the passenger and ticket department of said Company, shall be received as such representative for that meeting only.

ARTICLE 3. The President and managing officers of the several Companies enrolled as constituents of this Association, shall be *ex-officio* members of the same, when present at its meetings; and said officers shall constitute a board of arbitra-

tion for the final settlement, upon appeal by the minority, of all questions arising under this Constitution or the By-Laws of the Association.

ARTICLE 4. The intent hereof is that when several lines of road are operated by one general management, and have the same General Passenger or Ticket Agent, they shall be entitled to but one representative for the entire interest.

ARTICLE 5. The Association shall hold two stated meetings in each year, at such times as may be fixed in the By-Laws. The location, except in cases of emergency, to be provided for in the By-Laws, shall be designated by each preceding meeting, by a majority of all the members in attendance at such meeting. Each member, when his name is called, shall designate the place of his choice, and the place named by a majority in attendance shall be fixed as the place for holding such meeting.

ARTICLE 6. The officers of this Association shall be a President, Vice-President, Secretary, and an Executive Committee of three. The President and Vice-President shall be elected annually, at the regular spring meeting. The Secretary elected shall serve until a successor is elected. The Executive Committee shall be elected and hold office respectively, as follows: *One* until the spring meeting in 1873; *one* until the fall meeting in 1873; and *one* until the spring meeting in 1874; and at each regular meeting of the Association hereafter, *one* member of the Committee shall be elected, who shall hold his office for the term of one year and six months, or for three regular meetings of the Association. The President and Vice-President shall be members of the Executive Committee *ex-officio*. Each of the officers shall be elected by ballot, and the person receiving a majority of all the votes cast shall be declared elected to the office, and serve until his successor shall be elected. No one who is not a member of the Association shall be eligible to any office, nor hold office longer than he continues a member thereof.

ARTICLE 7. *First.* It shall be the duty of the President to preside at the meetings of the Association; to take the vote on all questions of debate; to preserve order, and appoint all committees, except as herein provided; and perform such other duties as the By-Laws shall prescribe.

Second. It shall be the duty of the Vice-President to preside during the absence of the President; and in case of the disability of the President, from any cause, to act as President during the continuance of such disability.

ARTICLE 8. It shall be the duty of the Secretary to keep correct minutes of the proceedings of each meeting, and to publish the same after each session of the Convention. He shall also notify each member, by circular, of the time and place of each meeting, and attend to all other duties pertaining to the office.

ARTICLE 9. It shall be the duty of the Executive Committee to prepare a synopsis of the business requiring consideration by each meeting, and report same as soon as the meeting is organized; to settle all questions arising under this Con-

stitution, or the By-Laws of the Association, in vacation, and report their acts to the next regular meeting of the same, for approval or revision; to call special meetings when the majority of the Committee deem necessary, under such regulations as may be provided in the By-Laws; to fill any vacancy in their own board happening in vacation; to appoint a Secretary *pro tem.*, in case of the disability or disqualification of the Secretary. In case of a vacancy occurring in both the offices of President and Vice-President, the senior elective member of the Executive Committee shall be acting President until the next regular Convention, at which time (if a semi-annual Convention) any vacancy in either of said offices may be filled by an election.

ARTICLE 10. Fifteen members shall constitute a quorum to do business; but a less number may adjourn from time to time.

ARTICLE 11. The Association may adopt By-Laws for executing the provisions of this Constitution and regulating its proceedings.

ARTICLE 12. This Constitution can be changed only by an amendment, to be offered at any Convention, and adopted at the next Convention by a vote of two-thirds of the members then present.

ARTICLE 13. This Constitution shall take effect upon the adoption thereof, in open convention of the present "General Ticket Agents' Association," and the signatures thereto of fifteen or more members of the same; and the parties so signing shall be members of this Association until the first annual meeting thereafter, which shall be held in the city of Washington, D. C., on the last Friday but one in March, 1873, or at such other time or place as the Executive Committee may designate.

THOS. L. KIMBALL,
A. V. H. CARPENTER,
F. R. MYERS,
J. CHARLTON,
A. E. TOUZALIN,
A. A. BARNES,
JNO. N. ABBOTT,

Committee.

Report accepted, and on motion to adopt the new Constitution, whereby the old organization known as the General Ticket Agents' Association was to be dropped, and a new one, under the title of the General Ticket and Passenger Agents' Association, was to be organized, it was unanimously carried, and the following-named persons

signed an agreement to the following effect, and accordingly enrolled themselves as members of the new organization :

We hereby agree to accept the Constitution of the General Ticket and Passenger Agents' Association, and be bound by the requirements of the same.

Thos. L. Kimball,	A. V. H. Carpenter,	F. R. Myers,
J. Charlton,	A. E. Touzalin,	A. A. Barnes,
John N. Abbott,	Sam'l Powell,	J. W. Cary,
E. A. Ford,	A. Anderson,	W. B. Davenport,
R. T. Brydon,	C. K. Lord,	B. Mozley, for
C. J. Ives,	C. M. Stanton,	C. D. Whitcomb,
H. C. Townsend,	W. P. Johnson,	F. Chandler,
Thos. Badger,	S. S. Parker,	D. M. Boyd, Jr.,
S. E. Carey,	S. F. Pierson,	J. W. Gore,
		W. L. Danley.

Mr. J. N. Abbott was authorized by the above-named signers to the new Constitution to cast the vote electing the officers of the new organization, which was accordingly done, and E. A. Ford elected President; S. E. Carey, Vice-President; Samuel Powell, Secretary; S. F. Pierson, member of the Executive Committee for the short term; W. L. Danley, for the intermediate term, and Thomas L. Kimball for the long term.

Adjourned to 9 A.M. Wednesday.

WEDNESDAY, 9 A.M.

The By-Laws of the General Ticket Agents' Association were adopted as the By-Laws of the General Ticket and Passenger Agents' Association, with the exception of Sections 8 and 9.

On motion, the schedule of passenger rates, as revised, was adopted, to take effect November 1st, 1872.

On motion, all honorary members of the old organization were declared honorary members of the new.

By A. V. H. Carpenter :

Resolved, That the President of the Association appoint a committee of three to prepare a code of By-Laws for executing the provisions of the new Constitution, and furnish a copy of same to the Secretary, who shall immediately have it printed, together with the Constitution and this resolution, and furnish copies to each General Ticket Agent and Managing Officer of the several lines of railway in the United States and Canada; and that we earnestly request such Managing Officers to organize and provide a tribunal for the determination of all questions that may be submitted to them under the Constitution or By-Laws of this Association, so that a speedy and effectual remedy may be applied for all cases of violation of the same, and especially the demoralizing and unprofitable practice of cutting established rates.

Adopted, and A. V. H. Carpenter, Thomas L. Kimball, and F. R. Myrps appointed as such Committee.

The Secretary was ordered to convey to Samuel Hawk, proprietor of the St. Nicholas Hotel, the thanks of the Association for the use of room in which the sessions of this meeting were held.

Adjourned.

E. A. FORD,
President.

SAM'L POWELL,
Secretary.

Executive Committee—S. F. PIERSON, W. L. DANLEY, THOMAS L. KIMBALL.

PROCEEDINGS OF CONVENTION

OF THE GENERAL

TICKET AND PASSENGER AGENTS'

ASSOCIATION.

WASHINGTON, D. C., March 21st, 1873.

The Convention was called to order at 11 A.M., at Willard's Hotel, by the President, E. A. Ford.

On motion of Mr. A. V. H. Carpenter, it was

Resolved, That the regular order of business be suspended, that an informal consultation be had on the subject of the new organization.

After discussing the matter for considerable time, it was further

Resolved, That the regular order be resumed, and that such members as had brought credentials under the new organization should present them.

The following-named gentlemen presented their credentials in due form, and, after signing the Constitution, were declared members of the Association, and representing the corporations placed opposite their names :

E. A. FORD.....	Atlantic & Pacific R. R.
A. V. H. CARPENTER.....	Milwaukee & St. Paul "
THOS. L. KIMBALL.....	..... Union Pacific "
SAM'L POWELL.....	Chicago, Burlington & Quincy "
F. R. MYERS.....	Penn. Co., P., C. & St. L., and G. R. & I. "
JAMES CHARLTON.....	Chicago & Alton "
W. B. SHATTUC.....	Atlantic & Great Western "

D. M. BOYD, JR.	Pennsylvania R. R.
W. A. THRALL	Chicago & North-Western "
J. W. CARY	Lake Shore & Michigan Southern "
HENRY STARRING	Chicago & Iowa "
E. R. DORSEY	Charlotte, Columbia & Augusta "
W. B. DAVENPORT	St. Louis & Southeastern "
J. A. ROBERT	Georgia "
THOS. BADGER	Raleigh & Gaston "
W. R. ALLEN	St. Louis & Iron Mountain and Cairo & Fulton "
S. E. CAREY	N. O., J. & Gt. N., Miss. Cent., and Miss. & Tenn. "
A. POPE	Wil. & Weldon, Wil., Col. & Augusta "
H. C. E. COSTELLE	Little Rock & Fort Smith "
JOHN W. BROWN	Indianapolis, Bloomington & Western "
CHAS. E. FOLLETT	St. Louis, Vandalia, Terre Haute & Ind. "
T. PENFIELD	Rockford, Rock Island & St. Louis "
J. M. BROADUS	Orange, Alexandria & Manassas "
JOHN N. ABBOTT	Erie "
WILLIAM EDGAR	Great Western Railway of Canada "
ELLIS CLARK	North Pennsylvania "
H. P. BALDWIN	Central R. R. of New Jersey "
C. G. HANCOCK	Philadelphia & Reading "
R. T. BRYDON	Ohio & Mississippi "
JAMES FERRIER	Louisville & Cincinnati U. S. Mail Line "
G. A. DADMUN	Phil., Wil. & Baltimore "
C. J. IVES	Burlington, Cedar Rapids & Minnesota "
G. G. SANBORN	Northern Pacific "
ED. S. YOUNG	Northern Central "
JAMES D. BROWN	Missouri, Kansas & Texas "
E. A. PARKER	Hannibal & St. Joseph "
A. E. TOUZALIN	Atchison, Topeka & Santa Fe "
W. P. JOHNSON	Illinois Central "
W. H. KING	L. & N. and G. S. and S. & N. Ala. "
L. M. COLE	Baltimore & Ohio "
J. F. NETHERLAND	Chesapeake & Ohio "
JOHN H. PERRY	Memphis & Little Rock "
W. L. DANLEY	Nashville, Chattanooga & St. L. "
C. K. LORD	Indianapolis, Cincinnati & La Fayette "
J. A. KINGSBURY	Marietta & Pittsburgh "
C. C. HUNTLEY	Northwestern Stage Company "
WM. F. WHITE	Atchison & Nebraska "
B. W. WRENN	Western & Atlantic "
S. B. PICKENS	South Carolina "
P. L. CLEAPOR	Northeastern "
O. BRASHEAR	Elizabethtown & Paducah "

JAMES BARKER.....	Des Moines Valley R. R.
J. W. PILLSBURY.....	Marietta & Cincinnati “
GEO. O. MANCHESTER.....	Burlington & Mo. River R. R. in Nebraska
E. A. BROWN.....	Boston, Clinton & Fitchburg “
A. ANDERSON.....	Jeffersonville, Madison & Indianapolis “
S. E. MAYO.....	Delaware & Hudson Canal & R. R. Co
C. E. DURKEE.....	Adirondack Co.'s “
D. M. ZIMMERMAN.....	Camden & Atlantic “
CHAS. O. WOOD.....	Cairo & Vincennes “

By A. V. H. Carpenter :

Resolved, That General Ticket or Passenger Agents of railway companies, present at this time to represent their lines, but without credentials entitling them to be enrolled as members of this Association, be admitted to seats in this Convention, and to the privileges of honorary members of the same, agreeably to the custom of kindred associations.

Adopted.

The President having appointed Messrs. Brydon & Abbott tellers to receive the votes, the Convention proceeded to the election of officers under the Constitution, and subsequently elected E. R. Dorsey President ; T. L. Kimball, Vice-President ; Samuel Powell, Secretary ; W. A. Thrall, member of Executive Committee for short term ; Ellis Clark, member of Executive Committee for intermediate term ; W. L. Danley, member of Executive Committee for long term.

The roll having been called, and Chicago having received a large majority of the votes cast, it was declared as the place for holding the fall meeting of 1873.

The Committee on By-Laws not being ready to make their report, it was moved that the Convention adjourn to Saturday, 11 o'clock A.M.

SATURDAY, 10 A.M.

On motion, Messrs. P. W. Strader, W. R. Barr, H. W. Gwinner, Edward Vernon and A. A. Barnes were elected honorary members of the Association.

The Committee on By-Laws made a report of a code, which will be found following the Constitution.

On motion, the report was accepted and the Committee discharged.

D. M. Boyd, Jr., moved that the report be adopted, which was amended by A. V. H. Carpenter, that the report be considered by sections.

Adopted.

The report was then taken up and adopted by sections, and afterward as a whole.

Adjourned to 4 o'clock P.M.

4 P.M.

The Executive Committee made the following report:

The Executive Committee beg to report:

First. That in their opinion the rate sheet should be enlarged, and a large number of junction points be added to those already published; also, that the second class rates should be much more fully represented on the rate-sheet.

Referred to Committee of the Whole on Passenger Rates.

Second. They also report the following resolution for adoption by the Convention:

Resolved, That in ordering baggage checks by any line, all the lines interested should previously be consulted; and that any line not so consulted, or declining to participate, shall be relieved from any responsibility for the cost of such checks.

Adopted.

Third. They further recommend that some system be adopted for stamping, indorsing, or punching tickets, for the purpose of reducing them in class, or from whole to half tickets, in such manner as shall most effectually prevent the fraudulent raising of the same to their original class and value, by erasures or otherwise.

Recommitted to Executive Committee for definite explanation.

tion for the final settlement, upon appeal by the minority, of all questions arising under this Constitution or the By-Laws of the Association.

ARTICLE 4. The intent hereof is that when several lines of road are operated by one general management, and have the same General Passenger or Ticket Agent, they shall be entitled to but one representative for the entire interest.

ARTICLE 5. The Association shall hold two stated meetings in each year, at such times as may be fixed in the By-Laws. The location, except in cases of emergency, to be provided for in the By-Laws, shall be designated by each preceding meeting, by a majority of all the members in attendance at such meeting. Each member, when his name is called, shall designate the place of his choice, and the place named by a majority in attendance shall be fixed as the place for holding such meeting.

ARTICLE 6. The officers of this Association shall be a President, Vice-President, Secretary, and an Executive Committee of three. The President and Vice-President shall be elected annually, at the regular spring meeting. The Secretary elect shall serve until a successor is elected. The Executive Committee shall be elected and hold office respectively, as follows: One until the spring meeting in 1873; one until the fall meeting in 1873; and one until the spring meeting in 1874; and at each regular meeting of the Association hereafter, one member of the Committee shall be elected, who shall hold his office for the term of one year and six months, or for three regular meetings of the Association. The President and Vice-President shall be members of the Executive Committee *ex-officio*. Each of the officers shall be elected by ballot, and the person receiving a majority of all the votes cast shall be declared elected to the office, and serve until his successor shall be elected. No one who is not a member of the Association shall be eligible to any office, nor hold office longer than he continues a member thereof.

ARTICLE 7. *First.* It shall be the duty of the President to preside at the meetings of the Association; to take the vote on all questions of debate; to preserve order, and appoint all committees, except as herein provided; and perform such other duties as the By-Laws shall prescribe.

Second. It shall be the duty of the Vice-President to preside during the absence of the President; and in case of the disability of the President, from any cause, to act as President during the continuance of such disability.

ARTICLE 8. It shall be the duty of the Secretary to keep correct minutes of the proceedings of each meeting, and to publish the same after each session of the Convention. He shall also notify each member, by circular, of the time and place of each meeting, and attend to all other duties pertaining to the office.

ARTICLE 9. It shall be the duty of the Executive Committee to prepare a synopsis of the business requiring consideration by each meeting, and report same as soon as the meeting is organized; to settle all questions arising under this Con-

stitution, or the By-Laws of the Association, in vacation, and report their acts to the next regular meeting of the same, for approval or revision; to call special meetings when the majority of the Committee deem necessary, under such regulations as may be provided in the By-Laws; to fill any vacancy in their own board happening in vacation; to appoint a Secretary *pro tem.*, in case of the disability or disqualification of the Secretary. In case of a vacancy occurring in both the offices of President and Vice-President, the senior elective member of the Executive Committee shall be acting President until the next regular Convention, at which time (if a semi-annual Convention) any vacancy in either of said offices may be filled by an election.

ARTICLE 10. Fifteen members shall constitute a quorum to do business; but a less number may adjourn from time to time.

ARTICLE 11. The Association may adopt By-Laws for executing the provisions of this Constitution and regulating its proceedings.

ARTICLE 12. This Constitution can be changed only by an amendment, to be offered at any Convention, and adopted at the next Convention by a vote of two-thirds of the members then present.

ARTICLE 13. This Constitution shall take effect upon the adoption thereof, in open convention of the present "General Ticket Agents' Association," and the signatures thereto of fifteen or more members of the same; and the parties so signing shall be members of this Association until the first annual meeting thereafter, which shall be held in the city of Washington, D. C., on the last Friday but one in March, 1873, or at such other time or place as the Executive Committee may designate.

THOS. L. KIMBALL,
A. V. H. CARPENTER,
F. R. MYERS,
J. CHARLTON,
A. E. TOUZALIN,
A. A. BARNES,
JNO. N. ABBOTT,

Committee.

Report accepted, and on motion to adopt the new Constitution, whereby the old organization known as the General Ticket Agents' Association was to be dropped, and a new one, under the title of the General Ticket and Passenger Agents' Association, was to be organized, it was unanimously carried, and the following-named persons

signed an agreement to the following effect, and accordingly enrolled themselves as members of the new organization :

We hereby agree to accept the Constitution of the General Ticket and Passenger Agents' Association, and be bound by the requirements of the same.

Thos. L. Kimball,	A. V. H. Carpenter,	F. R. Myers,
J. Charlton,	A. E. Touzalin,	A. A. Barnes,
John N. Abbott,	Sam'l Powell,	J. W. Cary,
E. A. Ford,	A. Anderson,	W. B. Davenport,
R. T. Brydon,	C. K. Lord,	B. Mozley, <i>for</i>
C. J. Ives,	C. M. Stanton,	C. D. Whitcomb,
H. C. Townsend,	W. P. Johnson,	F. Chandler,
Thos. Badger,	S. S. Parker,	D. M. Boyd, Jr.,
S. E. Carey,	S. F. Pierson,	J. W. Gore,
		W. L. Danley.

Mr. J. N. Abbott was authorized by the above-named signers to the new Constitution to cast the vote electing the officers of the new organization, which was accordingly done, and E. A. Ford elected President; S. E. Carey, Vice-President; Samuel Powell, Secretary; S. F. Pierson, member of the Executive Committee for the short term; W. L. Danley, for the intermediate term, and Thomas L. Kimball for the long term.

Adjourned to 9 A.M. Wednesday.

WEDNESDAY, 9 A.M.

The By-Laws of the General Ticket Agents' Association were adopted as the By-Laws of the General Ticket and Passenger Agents' Association, with the exception of Sections 8 and 9.

On motion, the schedule of passenger rates, as revised, was adopted, to take effect November 1st, 1872.

On motion, all honorary members of the old organization were declared honorary members of the new.

By A. V. H. Carpenter :

Resolved, That the President of the Association appoint a committee of three to prepare a code of By-Laws for executing the provisions of the new Constitution, and furnish a copy of same to the Secretary, who shall immediately have it printed, together with the Constitution and this resolution, and furnish copies to each General Ticket Agent and Managing Officer of the several lines of railway in the United States and Canada; and that we earnestly request such Managing Officers to organize and provide a tribunal for the determination of all questions that may be submitted to them under the Constitution or By-Laws of this Association, so that a speedy and effectual remedy may be applied for all cases of violation of the same, and especially the demoralizing and unprofitable practice of cutting established rates.

Adopted, and A. V. H. Carpenter, Thomas L. Kimball, and F. R. Myers appointed as such Committee.

The Secretary was ordered to convey to Samuel Hawk, proprietor of the St. Nicholas Hotel, the thanks of the Association for the use of room in which the sessions of this meeting were held.

Adjourned.

E. A. FORD,
President.

SAM'L POWELL,
Secretary.

Executive Committee—S. F. PIERSON, W. L. DANLEY, THOMAS L. KIMBALL.

The second class schedule was revised and adopted, to take effect May 1st, 1873.

By James D. Brown:

Resolved, That the matter of the issue of coupon, or other tickets, by the agents of the Atchison, Topeka & Santa Fe, or other railroads on the lines east of their own, is demoralizing in its effects, and against the principles adopted by the General Ticket and Passenger Agents' Association, and is hereby discountenanced by this Association;

And Resolved, further, That the Executive Committee be instructed to take steps, immediately, to abate this evil, not only as a principle, but for a protection to lines whose intent is honorable, but who will necessarily be forced into this illegitimate business unless stopped entirely.

Adopted.

By W. B. Shattuc:

Resolved, That in cases where any line has its issue of tickets beyond its termini, that they shall not permit any deviation from the established rates.

Resolved, That in cases where any agent having said tickets on sale, sells or permits said tickets to be sold at less than its regular established rates, said tickets shall be called in by all lines furnishing said agent with tickets.

Adopted.

By D. M. Boyd, Jr.:

Resolved, That a Committee of five be appointed to confer with the Quartermaster General of the United States, and to agree with him upon a basis of rates for the transportation of Government troops in lots of thirty or more, which shall not be less than 75 per cent. of first class rates between competing points; and that said Committee be authorized to conclude an agreement on behalf of this Association, which shall secure the payment of full rates, without allowance of commissions, on all squads of less than thirty men, and that shall secure the cooperation of the Quartermaster General in maintaining the basis of rates agreed upon, so that reductions from the proper rates, under the basis, shall not be considered or accepted by the Government.

The Committee shall give notice, by circular, through the Secretary of the Association, of the basis of rates agreed upon, and the date it shall take effect.

Adopted.

Messrs. D. M. Boyd, Jr., L. M. Cole, R. T. Brydon, John N. Abbott and W. H. King were appointed as the Committee."

Adjourned.

E. R. DORSEY,
President.

SAM'L POWELL,
Secretary.

Executive Committee—W. A. THRALL, ELLIS CLARK, W. L. DANLEY.

CONSTITUTION.

ARTICLE 1. The Association hereby constituted shall be styled the "GENERAL TICKET AND PASSENGER AGENTS' ASSOCIATION."

ARTICLE 2. Each railway corporation and transportation line in the United States and Canadas issuing tickets over, or receiving tickets from, other railway or transportation lines, shall be entitled to one representative in this Association, upon the following terms:

First. Such representative shall be authorized, by the general manager of his Company, to act for and bind the same as fully as the general managing officer thereof could do if present in person.

Second. He shall present credentials from such managing officer, of the tenor following, viz:

.....Company,18....

To the General Ticket and Passenger Agents' Association:

..... is hereby constituted a representative of the Passenger and Ticket department of this Company, at all meetings of the Association, and as such representative is vested with full power to act for and bind this Company in making rates and divisions for the transportation of passengers and baggage, and the adoption of rules and regulations for the execution of the foregoing powers; and to act in such capacity until the above delegated authority is revoked, and notice of the same given to the Secretary of the Association.

(Signature.)

Third. Such credentials shall be presented to the Secretary and by him referred to the Executive Committee, and upon approval of the same, indorsed thereon and signed by a majority of such Committee, he shall enroll such Company as a constituent of this Association.

Fourth. Upon such representative, so accredited, signing an agreement to abide by the Constitution and By-Laws, he shall become a member of this Association.

Fifth. A special representative for a particular meeting, presenting special credentials from the managing officer of any constituent company, authorizing him to act in place of the officer in charge of the passenger and ticket department of said Company, shall be received as such representative for that meeting only.

ARTICLE 3. The President and managing officers of the several Companies enrolled as constituents of this Association, shall be *ex-officio* members of the same when present at its meetings; and said officers shall constitute a board of arbiters

tion for the final settlement, upon appeal by the minority, of all questions arising under this Constitution or the By-Laws of the Association.

ARTICLE 4. The intent hereof is that when several lines of road are operated by one general management, and have the same General Passenger or Ticket Agent, they shall be entitled to but one representative for the entire interest.

ARTICLE 5. The Association shall hold two stated meetings in each year, at such times as may be fixed in the By-Laws. The location of next meeting shall be designated by each preceding meeting, by a majority of all the members then in attendance at such meeting, immediately after the adoption of the schedule of rates. Each member, when his name is called, shall designate the place of his choice, and the place named by a majority in attendance shall be fixed as the place for holding such meeting.

ARTICLE 6. The officers of this Association shall be a President, Vice-President, Secretary, and an Executive Committee of three. The President and Vice-President shall be elected annually, at the regular spring meeting. The Secretary elect shall serve until a successor is elected. The Executive Committee shall be elected and hold office respectively, as follows: *One* until the spring meeting in 1873; *one* until the fall meeting in 1873; and *one* until the spring meeting in 1874; and at each regular meeting of the Association hereafter, *one* member of the Committee shall be elected, who shall hold his office for the term of one year and six months, or for three regular meetings of the Association. The President and Vice-President shall be members of the Executive Committee *ex-officio*. Each of the officers shall be elected by ballot, and the person receiving a majority of all the votes cast shall be declared elected to the office, and serve until his successor shall be elected. No one who is not a member of the Association shall be eligible to any office, nor hold office longer than he continues a member thereof.

ARTICLE 7. *First.* It shall be the duty of the President to preside at the meetings of the Association; to take the vote on all questions of debate; to preserve order, and appoint all committees, except as herein provided; and perform such other duties as the By-Laws shall prescribe.

Second. It shall be the duty of the Vice-President to preside during the absence of the President; and in case of the disability of the President, from any cause, to act as President during the continuance of such disability.

ARTICLE 8. It shall be the duty of the Secretary to keep correct minutes of the proceedings of each meeting, and to publish the same after each session of the Convention. He shall also notify each member, by circular, of the time and place of each meeting, and attend to all other duties pertaining to the office.

ARTICLE 9. It shall be the duty of the Executive Committee to prepare a synopsis of the business requiring consideration by each meeting, and report same as soon as the meeting is organized; to settle all questions arising under this Con-

stitution, or the By-Laws of the Association, in vacation, and report their acts to the next regular meeting of the Association, for approval or revision by the same; to call special meetings when the majority of the Committee deem necessary, under such regulations as may be provided in the By-Laws; to fill any vacancy in their own board happening in vacation; to appoint a Secretary *pro tem.*, in case of the disability or disqualification of the Secretary in vacation. In case of a vacancy occurring in both the offices of President and Vice-President, the senior elective member of the Executive Committee shall be acting President until the next regular Convention, at which time (if a semi-annual Convention) any vacancy in either of said offices may be filled by an election.

ARTICLE 10. Fifteen members shall constitute a quorum to do business; but a less number may adjourn from time to time.

ARTICLE 11. The Association may adopt By-Laws for executing the provisions of this Constitution, and regulating its proceedings.

ARTICLE 12. This Constitution can be changed only by an amendment, to be offered at any Convention, and adopted at the next Convention by a vote of two-thirds of the members then present.

ARTICLE 13. This Constitution shall take effect upon the adoption thereof, in open Convention of the present "General Ticket Agents' Association," and the signatures thereto of fifteen or more members of the same; and the parties so signing shall be members of this Association until the first annual meeting thereafter, which shall be held in the city of Washington, D. C., on the last Friday but one in March, 1873, or at such other time or place as the Executive Committee may designate.

B Y - L A W S .

SECTION 1. The annual Convention shall be held on the last Friday but one in March, and the semi-annual Convention on the last Friday but one in September, in each year, at 11 o'clock A.M., unless dispensed with by vote of the Association, at a special meeting called for that purpose, within thirty (30) days preceding the time of holding either of said Conventions as herein specified. And it shall be the duty of the Secretary to give ten days' notice to the members of the Association of the time and place of holding the regular Conventions.

SEC. 2. Special meetings may be held by order of the Executive Committee, or upon the application of fifteen members of the Association to the President, stating the place and object for holding the same. It shall be the duty of the President, within five days after receiving the order of the Executive Committee, or application aforesaid, to call a special meeting in accordance therewith, giving ten (10) days' notice of the time, place and purpose thereof to each member of the Association, a copy of which order shall be filed with the Secretary as soon as issued. And if any such special meeting is called for the purpose of dispensing with either annual or semi-annual Convention, as provided in Section 1, a three-fourths vote of the members present shall be required to so order; and upon such decision being made, the regular business for such Convention, as provided in the Constitution, shall then be proceeded with at such meeting, and have the same effect as if done at the regular time and place for holding the same.

SEC. 3. The Conventions shall be called to order promptly at the hour named in Section 1, by the President, and the Secretary shall call the roll of members. If a quorum shall be declared present, the Convention shall immediately proceed to business. If no quorum shall be present, those assembled may adjourn, not to exceed twenty-four hours, at the expiration of which time, if no quorum is present, the Convention shall be adjourned *sine die*.

SEC. 4. The order of business shall be as follows:

- 1st. Record of members present.
- 2d. Enrollment of new members.
- 3d. Election of officers.
- 4th. Election of person to deliver next address.
- 5th. Making passenger rates.
- 6th. Unfinished business.
- 7th. Consideration of the report of Executive Committee, and miscellaneous business.
- 8th. Locating next meeting.

SEC. 5. Reports of Committees, and resolutions offered for consideration, shall always be in writing; and on request of Chairman, or any member, the maker of any motion shall reduce the same to writing before it shall be entertained.

SEC. 6. The proceedings of Conventions shall be conducted according to the rules in Cushing's Manual, so far as applicable.

SEC. 7. *First.* Passenger rates shall be fixed in open Convention.

Second. The right to make through rates between common points shall be accorded to the company, or companies, having the shortest line between said points: *Provided*, That the computation of distance shall be made by the usual route over which through tickets are regularly sold and trains run in connection; *And provided further*, That when a water route forms part of such line, and is in competition with a rail line, then the rates of the rail line shall be adopted in making the through rate: *Provided*, That such through rate shall not exceed the sum of the locals of any rail line between such points.

Third. The rates, when established, shall have the force of a contract; and for any violation thereof by any company, whether constituents of this Association or not, the aggrieved party shall have the following remedy:

Upon complaint, by letter or telegraph, to the President (or, in case he is a party in interest, to the Vice-President), he shall appoint a Committee of five disinterested members of the Association, who can be most readily convened, naming the time and place of meeting of such Committee, and its Chairman, and cite the parties at issue, through their representative of the Passenger Department, to appear before such Committee, at said time and place. After hearing the allegations and proofs of the parties, a majority of the Committee shall decide the question at issue, and render judgment. If the judgment is against the party complained of, the Committee may recommend either of the following penalties: Reprimand, censure, suspension, or expulsion of the representative of the offending line from the Association, if he be a member thereof; or a suspension of interchange of passenger traffic by all lines constituents of this Association with the offending line, for such time as the Committee shall adjudge. In case of either of the four first penalties being recommended, the Committee shall certify their action to the Secretary of the Association, by whom it shall be presented to the Association, at its next regular meeting, for approval; and if so approved, the sentence shall be carried into effect according to the recommendation of the Committee; or the same may be modified, in accordance with the sense of the majority of the Association.

Fourth. If the recommendation shall be suspension of business, as hereinbefore provided, the several members of the Committee shall each take a transcript of the charges and evidence, with their recommendation, to his General Manager, or General Superintendent; and if approved by the majority of such managing officers, the members of the Committee shall forward such approval to the Secretary

of the Association, who shall forthwith issue a circular to all the constituents of the Association, reciting the charges, judgment and approval, and requiring all such lines to comply therewith, under penalty of being subject to a like suspension of passenger traffic, upon conviction thereof, after trial conducted and approved as herein provided.

Fifth. If the party complained of shall neglect or refuse to appear before the Committee in obedience to the citation, the Committee may proceed *ex-parte*.

Sixth. In case the prosecuting party shall fail to substantiate his charge to the satisfaction of the Committee aforesaid, he shall be subject to either of the four first-named penalties, as the Association shall (upon certificate of the majority of the Committee that such prosecution was without probable cause, or appears to be instigated by mischievous intentions) see fit to inflict.

Seventh. It is further provided, that in case one or two members of the Committee specified in clause 3 shall be absent at the time appointed for hearing, the other members may fill the vacancies, or proceed to hear and determine the case. If four members proceed as herein provided, it shall require the concurrence of three to convict. If less than three members shall be present, those present may adjourn from time to time, till a quorum is obtained.*

SEC. 8. The Association may admit, as honorary members, retired General Ticket and Passenger Agents. Such honorary members shall be entitled to seats in the Conventions of the Association, and may, upon invitation and unanimous consent, participate in debate.

SEC. 9. None but the regular representatives, *ex-officio* and honorary members of the Association, shall be present at any Convention of same, or at the meeting of any committee thereof: *Provided*, That, by general consent, the President may invite visitors to seats at any meeting of the Association.

SEC. 10. No proposition, invitation or resolution that does not pertain to the legitimate business of the Association, shall be entertained, except by unanimous vote.

SEC. 11. Whenever changes are made in the heads of the representative, ticket, or accounting departments of any road, it shall be the duty of the representative of such road to give immediate notice to the editor of the Railway Guide, for publication.

SEC. 12. Any member appointed on a Committee shall serve, unless excused by the Convention.

*NOTE.—There being a desire on the part of some members to submit that portion of Section 7 embraced in 3d, 4th, 5th, 6th and 7th clauses, to the General Managers, it was

Resolved, That so much of Section 7, commencing with clause 3, to the end of the section, be adopted, subject to the approval of a majority of the managing officers of the constituents of this Association.

Adopted—ayes, 40; noes, 1.

SEC. 13. These By-Laws may be altered, amended or repealed, at any regular meeting of the Association, by a vote of two-thirds of the members present.

All former By-Laws are hereby repealed.

The By-Laws were adopted, subject to the following resolution, offered by D. M. Boyd, Jr. :

Resolved, That the Secretary be instructed to print the new By-Laws immediately, and distribute the same to members of the Association at this meeting, who are requested to submit it to their respective managers at the earliest practicable moment, for approval or disapproval of Section 7, and shall at once notify the Secretary of such decision in writing. In the event of the approval of said Section 7 by a majority of the managers of the constituent lines of the Association, the Secretary shall issue a circular, giving notice that said Section is thereafter in full force and effect.

PROCEEDINGS OF CONVENTION
OF THE GENERAL
TICKET AND PASSENGER AGENTS'
ASSOCIATION.

CHICAGO, September 19th, 1873.

The semi-annual Convention was called to order at the Grand Pacific Hotel, at 11 A.M., by the President, E. R. Dorsey.

The following is the present list of members. Those marked with a * were in attendance; those marked with a † have enrolled themselves as members since last Convention :

*ABBOTT, JOHN N.	*CARPENTER, A. V. H.	DURKEE, C. E.
†*ALLEN, S. E.	*CARY, J. W.	EDGAR, WM.
ALLEN, W. R.	*CHARLTON, JAS.	FERRIER, JAS.
*ANDERSON A.	CLARK, ELLIS	*FOLLETT, CHAS. E.
BADGER, THOS.	*CLEAPOR, P. L.	*FORD, E. A.
BALDWIN, H. P.	†*COBB, G. W.	†*FOSTER, J. D.
*BARKER, JAS.	COLE, L. M.	*HANCOCK, C. G.
*BOYD, D. M., JR.	†*COOK, JOHN S.	†*HUNTINGTON, G. M.
BRASHEAR, O.	COSTELLE, H. C. E.	HUNTLEY, C. C.
BROADUS, J. M.	*DADMUN, G. A.	*IVES, C. J.
BROWN, E. A.	†*DANIELS, G. H.	*JOHNSON, W. P.
*BROWN, JAS. D.	*DANLEY, W. L.	†KEIM, B. R.
*BROWN, JOHN W.	*DAVENPORT, W. B.	*KIMBALL, THOS. L.
*BRYDON, R. T.	†*DEPEW, H. S.	*KING, W. H.
†*BUEL, E. A.	†*DODGE, D. C.	KINGBURY, J. A.
*CAREY, S. E.	*DORSEY, E. R.	†*KNIGHT, RAY

†*LYMAN, B. L.	*PERRY, JOHN H.	*STARRING, HENRY
†LYMAN, H. L.	†*PIERSON, S. F.	†*SWEET, D. A.
†*MCKINLAY, C. V.	PICKENS, S. B.	*THRALL, W. A.
*MANCHESTER, GEO. O.	*PILLSBURY, JOHN W.	*TOUZALIN, A. E.
†*MANN, R. W. D.	*POWELL, SAMUEL	†*TOWNSEND, H. C.
†*MANSFIELD, C. B.	†*RILLIE, ROBERT	†*VLIET, EDGAR
MAYO, S. E.	ROBERT, J. A.	†*WADE, F. P.
*MYERS, F. R.	†ROGERS, E. P.	WHITE, F. W.
*PARKER, E. A.	†*ST. JOHN, E.	WOOD, CHAS. O.
†*PARKER, S. S.	*SANBORN, G. G.	*WRENN, B. W.
†*PARSONS, J. U.	SHATTUC, W. B.	YOUNG, E. S.
*PENFIELD, T.	†*SHUTE, E. P.	ZIMMERMAN, D. M.

The names of C. K. Lord, J. F. Netherland and A. Pope have been dropped from the list of members, the former having been retired from the I. C. & L. R. R., and the two latter having been superseded.

Messrs. F. S. Buell and C. C. Cobb presented special credentials for this meeting, and were admitted.

Messrs. Wrenn and Sanborn having been appointed tellers, the Convention proceeded to vote for a member of the Executive Committee in place of W. A. Thrall, whose term of office expires with this Convention.

The result of the first ballot was a tie between Messrs. E. A. Ford and W. B. Davenport. On the second ballot, Mr. W. B. Davenport received a majority, and was declared elected.

In locating the next meeting, the first call of the roll resulted as follows:

New York.....	17
Nashville.....	10
Cleveland.....	6
Louisville.....	3

No choice.

The second call resulted as follows:

Nashville.....	7
New York.....	3
Cleveland.....	

Nashville having received a majority of the votes of the members present, was declared as the place for holding the annual meeting of 1874.

The Committee appointed at last Convention to meet Managers in New York, reported that the matter of By-Laws was duly presented to the meeting of Managers, and was by them laid on the table, no definite action being taken thereon.

CHAS. E. FOLLETT,

JAS. CHARLTON,

For the Committee.

On motion, the report was accepted and the Committee discharged.

The Committee appointed at last Convention to report a plan for conducting business with commercial travelers, recommend that no special tickets be issued to this class of travelers.

F. R. MYERS,

W. H. KING,

W. P. JOHNSON,

Committee.

Report adopted and Committee discharged.

Adjourned to 3 o'clock P.M.

3 P.M.

The Committee on Second Class Rates, appointed at last Convention, asked for further time.

Granted.

The Committee appointed at last Convention to prepare a by-law regulating the making of passenger rates in Committee of the Whole, submitted the following report:

Your Committee, appointed at the last Convention of this Association, to consider the most effective means to keep together the members of the Association while making passenger rates, submit for consideration, and *earnestly* recommend, the adoption of the following additional section to our By-Laws:

SECTION —. When the Convention goes into Committee of the Whole on

Passenger Rates, a chairman shall be elected, whose duty it shall be to maintain the strictest order possible during the sitting of the Committee; to call for rates, and distinctly announce them, when made, to the Secretary, who shall carefully record the same; to appoint a doorkeeper, who shall allow no member of the Association to leave the Committee room while the Committee is in session, without the consent of the Committee; to send, by committee of one, for absent members, who, upon notice, shall forthwith appear before the Committee; and to perform such other duties as usually devolve upon chairmen of similar bodies. There shall be two sessions of the Committee per day, namely, from 9 A.M. until 1 P.M., and from 3 P.M. until 6 P.M., until the sheet of rates is perfected and ready to be reported. The Secretary shall call the roll at the opening of each session of the Committee, and the names of all members not then present shall appear in the printed proceedings of the Association as *absentees* from that session.

Respectfully submitted,

E. A. FORD,
J. CHARLTON,
W. L. DANLEY,
D. M. BOYD, JR.,
W. B. SHATTUC,
Committee.

Report accepted and Committee discharged.

On motion to adopt the report, the ayes and noes being called for, it was adopted by the following vote :

Ayes—Messrs. S. E. Allen, Anderson, Boyd, J. W. Brown, Charlton, Cleapor, Dadmun, Danley, Davenport, DePew, Dodge, Dorsey, Follett, Ford, Huntington, Johnson, Kimball, King, Knight, Lyman, Mansfield, Myers, E. A. Parker, Penfield, Perry, Powell, Rillie, St. John, Sanborn, Shute, Starring, Thrall, Townsend, Wade, Wrenn—35.

Noes—Parsons—1.

The Committee appointed at the last Convention to confer with the Quartermaster General, asked for further time.

Granted.

The Executive Committee also asked for further time.

Granted.

It was moved

That the roll be called, to ascertain whether the subject referring to penalty clause of Section 7 of the By-Laws had been presented by the members to their several General Managers, in manner as provided; and if so, whether they assented to the same or not.

Adopted. .

The roll was called, and answer given to the effect that in many cases it had been presented, but no decision had been returned. In other cases their managers were in favor of it, provided all those with whom their lines were in competition favored it also. As a whole, the expression seemed to be about equally divided.

It was moved by D. M. Boyd, Jr.,

That the President and Secretary be instructed to communicate with the managers of all constituent lines of this Association, to present for their further consideration the 3d, 4th, 5th, 6th and 7th clauses of Section 7 of the By-Laws, and to obtain their approval or disapproval of the same in writing.

Also, to urge the importance of clothing this Association with the power and authority necessary to maintain the rates which it may adopt, until altered under the provisions of the Constitution and By-Laws, and to enforce proper penalties for violations of the same

To which E. St. John offered the following amendment:

That the Secretary be instructed to incorporate in a circular Articles 3, 4, 5, 6 and 7 of Section 7 of the By-Laws of this Association, and submit the same for the approval of the General Managers of the lines represented in this Association, and that following the same be inserted:

"Subscribed and agreed to, on condition that the.....
.....Railroads, our competitors, do the same.

.....
General Manager."

The ayes and noes being called for, the resolution, as amended, was adopted by the following vote:

Ayes—Messrs. S. E. Allen, Davenport, Dorsey, Ford, Johnson, Kimball, King, Lyman, Mansfield, E. A. Parker, Powell, St. John, Sanborn, Shute, Rillie, Wrenn—16.

Noes—Anderson, Boyd, Carpenter, Charlton, Dadmun, Danley, Follett, Townsend, Wade—9.

The Committee on Second Class Rates made the following report:

The Committee to whom was referred the substitute of Mr. Ford for the resolution of Mr. Carpenter, on page 298 of the proceedings of the last meeting of the Association, which reads, "Second class rates between all competing points shall be made 25 per cent. less than first class rates, and in dividing the same each line in interest shall be entitled to 75 per cent. of its first class proportions, after deducting first class arbitrary transfers and bridge tolls," have had the same under consideration, and recommend the adoption thereof.

F. R. MYERS,
W. H. KING,
A. V. H. CARPENTER,
Committee.

Report accepted and Committee discharged.

A motion to adopt the report was lost.

The Committee to confer with the Quartermaster General made the following report:

The Committee appointed to confer with the Quartermaster General of the United States, with the view of agreeing with him upon a basis of rates for the transportation of Government troops, respectfully report that they have been unable to effect the arrangement contemplated.

D. M. BOYD, Jr.,
W. H. KING,
Committee.

Report accepted and Committee discharged.

Adjourned to 9 A.M. Saturday.

SATURDAY, 9 A.M.

The Executive Committee being called on for a report, at further time, as but one member was present, and report effected.

The following gentlemen were proposed and elected honorary members:

By W. B. Davenport—FRANCE CHANDLER.

By W. H. King—H. C. MARSHALL.

By D. M. Boyd, Jr.—LEWIS L. HOUP.

By D. M. Boyd, Jr.:

That all companies represented in this Association adopt, as a baggage-punch, the letters "BC," and instruct their baggage agents to cancel with this punch the contract of tickets, which will indicate that the proper allowance of baggage has been checked through to destination. Where a passenger desires to check the baggage to a point short of the destination of the ticket, all coupons up to said point must be punched, the contract to be punched when baggage is again checked to destination.

Adopted.

By E. A. Ford:

That the bulletin-boards, half-sheet, full-sheet, and kindred styles of advertising now so generally practiced, are, in our judgment, unremunerative, and should be discontinued.

On motion to adopt, the ayes and noes were called for, with the following result:

Ayes—Anderson, Barker, Boyd, Carpenter, J. W. Carey, Dadmun, Danley, Dorsey, Follett, Ford, Johnson, Kimball, King, Myers, S. S. Parker, Penfield, Powell, Sanborn, Thrall, Touzalin.

Noes—Huntington.

Declined to Vote—Charlton.

The Executive Committee reported as follows:

The Executive Committee beg to report:

First. While it would be of some satisfaction to have more uniformity in the system of lay-over checks, inasmuch as the practice is more a courtesy than a right which the passenger can demand, it is hardly in our province to dictate whether this courtesy shall be extended or not.

Second. In reference to the resolution of Mr. E. A. Ford, referred to us from last meeting (see page 297 of proceedings), we have been unable to find that

any remedy has been provided to apply in such cases, and have hoped more from the moral force of the declaration that the practice complained of is against the principles adopted by the General Ticket and Passenger Agents' Association, than from any penalties which can be exacted by this body, under our present Constitution and By-Laws.

Third. They offer the following resolutions for adoption :

That it is the sense of this Association that fare should not be exacted for children under five years old, or more than half fare for those under twelve years old ; and that it should be so stated on schedule of passenger rates.

Fourth. That the practice of reporting coupon ticket sales to foreign roads, giving office numbers only, be discontinued : in all cases the name of station from which tickets are sold shall be given in body of report.

W. L. DANLEY,
W. A. THRALL,
Committee.

The third and fourth items of the report were adopted.

Adjourned to 9 A.M. Monday.

MONDAY, 9 A.M.

C. E. Follett offered the following amendment to the By-Laws:

That an additional section be added to the By-Laws, as follows :

SECTION 13. The incidental expenses of the Association shall be collected on the following basis: The printing of the schedule of rates shall be collected *pro rata* per copy, each member being obligated to take at least two copies, but can take as many additional copies as he pleases. All other expenses, such as the salary of the Secretary, printing of circulars, cost of list of officers in Official Guide, etc., shall be collected *pro rata* per member. The charges will follow the packages by express.

Adopted.

By inserting the above section as 13 in the By-Laws, the section previously standing as 13 becomes 14.

At 11 A.M. the Convention resolved itself into a Committee of the Whole on Passenger Rates, by the appointment of James Harlton as Chairman, and E. A. Ford, Doorkeeper.

The roll was called, when the following gentlemen answered to their names :

Messrs. Abbott, S. E. Allen, Anderson, Boyd, J. W. Brown, F. S. Buel, J. W. Cary, Charlton, Dadmun, Danley, Davenport, Dorsey, Follett, Ives, Johnson, King, Knight, Myers, Parsons, Perry, Pierson, Powell, St. John, Sanborn, Sweet, Thrall, Touzalin, Vliet, Wade, Wrenn.

The Committee continued in session, arranging rates, until 1 P.M., when they adjourned to 3 P.M.

3 P.M.

Members present at roll-call :

S. E. Allen, Boyd, S. E. Carey, J. W. Cary, Charlton, Danley, Davenport, Dorsey, Johnson, King, Myers, Pierson, Powell and Thrall.

In session until 6 P.M.

Adjourned to 9 A.M. Tuesday.

TUESDAY, 9 A.M.

Members present at roll-call :

S. E. Allen, Boyd, J. W. Brown, J. W. Cary, Charlton, Danley, Dorsey, Follett, Ford, King, Myers, Perry, Pierson, Powell, St. John, Thrall, Townsend, Vliet.

In session until 1 P.M.

Adjourned to 3 P.M.

3 P.M.

Members present at roll-call:

S. E. Allen, Boyd, J. D. Brown, J. W. Brown, J. W. Cary, Charlton, Dorsey, Ford, Ives, Kimball, King, Myers, E. A. Parker, Pierson, Powell, St. John, Sanborn, Thrall, Touzalin.

In session until 6 P.M.

Adjourned to 9 A.M. Wednesday.

WEDNESDAY, 9 A.M.

Members present at roll-call:

S. E. Allen, Boyd, Carpenter, J. W. Cary, Charlton, C. C. Cobb, Daniels, Danley, Dorsey, Ford, Johnson, Kimball, King, Knight, Myers, Perry, Pierson, Powell, St. John, Thrall.

Continued on rates until 12 M., when the schedule of passenger rates having been finished, the Committee rose and reported to the Convention the following:

The Committee of the Whole on Passenger Rates beg to report, that they have completed the tariff, and present the same for adoption.

J. CHARLTON, *Chairman*.

On motion, the schedule as presented was adopted, to take effect November 1, 1873.

By T. L. Kimball:

Resolved, That the cordial thanks of this Association are due, and are hereby conveyed, to Messrs. Gage Bros. & Rice, proprietors of the Grand Pacific Hotel, for the free use of rooms during this Convention; and especially for the generous hospitalities extended by them to the members of the Association and their friends.

Resolved, That the resident members of this Association are entitled to our hearty thanks for numerous courtesies received at their hands during our sojourn in Chicago.

Adopted.

By E. A. Ford:

Resolved, That a Committee of seven be appointed by the President, to report at the next meeting of this Association, and recommend what new points, if any, shall be inserted in the "head-lines" of our general rate-sheet; said Committee to meet at Nashville one day before the assembling of the Association, to take this subject under consideration; and all members interested in the matter are hereby invited to be present at the meeting of the Committee, that their views may be heard.

Adopted, and the Committee appointed as follows:

E. A. Ford, J. Charlton, D. M. Boyd, Jr., W. L. Danley,
F. R. Myers, C. E. Follett, E. St. John.

Any member desiring any points inserted, will please address the Chairman of the Committee, Mr. E. A. Ford.

By James Charlton:

Resolved, That Section 4, By-Laws, Article 4, be altered to read, "making passenger rates;" and Article 7 be altered to read, "locating next meeting;" so that the making of passenger rates shall be next in order of business "after election of officers."

Adopted.

Resolved, That Article 5 of the Constitution be amended by striking out all after the word "By-Laws," in the second line, and substitute therefor, "the place of holding same to be determined by the President, Vice-President, and Executive Committee, and announced to the Association previous to the adjournment thereof."

Amendment to Constitution lays over, under the rule, until next regular Convention.

Adjourned.

E. R. DORSEY,
President.

SAM'L POWELL,
Secretary.

Executive Committee—ELLIS CLARK, W. L. DANLEY, W. B. DAVENPORT.

PROCEEDINGS OF CONVENTION

OF THE GENERAL

TICKET AND PASSENGER AGENTS'

ASSOCIATION.

NASHVILLE, Tenn., March 20th, 1874.

The Annual Convention was called to order at the Maxwell House, at 11 A.M., by the President, T. L. Kimball.

The following is the present list of members. Those marked with a * were in attendance; those marked with a † have enrolled themselves as members since last Convention:

*ABBOTT, JOHN N.	CARPENTER, A. V. H.	*FOLLETT, CHAS. E.
*ALLEN, S. E.	*CARY, J. W.	*FORD, E. A.
*ALLEN, W. R.	*CHARLTON, JAS.	FOSTER, J. D.
*ANDERSON, A.	CLARK, ELLIS	†*GROAT, P. P.
†*ATMORE, C. P.	CLEAPOR, P. L.	HANCOCK, C. G.
*BADGER, THOS.	COBB, G. W.	†*HEAKES, F.
BALDWIN, H. P.	COLE, L. M.	† HILL, F. C.
†*BALL, GEO. C.	†*CONNOR, GEO. L.	†*HOLDEN, W. L.
*BOYD, D. M., JR.	COOK, JOHN S.	†*HOOPER, S. K.
BROADUS, J. M.	*DADMUN, G. A.	†*HOUSTON, W. J.
*BROWN, E. A.	*DANIELS, G. H.	†*HUBBARD, S. D., JR.
BROWN, JAS. D.	*DANLEY, W. L.	*HUNTINGTON, G. M.
*BROWN, JOHN W.	DEPEW, H. S.	HUNTLEY, C. C.
*BRYDON, R. T.	DODGE, D. C.	†*IRVING, W.
BUELL, E. A.	DURKEE, C. E.	*IVES, C. J.
*CAREY, S. E.	EDGAR, WM.	*JOHNSON, W. P.
†*CARMAN, GEO. L.	*FERRIER, JAS.	*KEIM, B. R.

*KIMBALL, THOS. L.	*PARSONS, J. U.	STANTON, C. M.
*KINGSBURY, J. A.	*PENFIELD, T.	*STARRING, HENRY
*KNIGHT, RAY	*PERRY, JOHN H.	†*STENNETT, W. H.
†*LOPEZ, J. C.	*PIERSON, S. F.	SWEET, D. A.
*LYMAN, B.	*PICKENS, S. B.	*THRALL, W. A.
LYMAN, H. L.	†*POPE, A.	TOUZALIN, A. E.
McKINLAY, C. V.	*POWELL, SAMUEL	*TOWNSEND, H. C.
*MANN, R. W. D.	†*PRINTUP, JOHN C.	*VLIET, EDGAR
*MANSFIELD, C. B.	†*RAGLAND, W. N.	WADE, F. P.
†*MASS, JOHN W.	*RILLIE, ROBT.	† WHITE, ALFRED
MAYO, S. E.	*ROBERT, J. A.	WHITE, W. F.
*MYERS, F. R.	ROGERS, E. P.	†*WHITCOMB, C. D.
† NOURSE, J. P.	ST. JOHN, E.	†*WILSON, E. P.
†*O'BRIEN, W. L.	*SANBORN, G. G.	*WRENN, B. W.
*PARKER, E. A.	*SHATTUC, W. B.	YOUNG, E. S.
*PARKEE, S. S.	*SHUTE, E. P.	ZIMMERMAN, D. M.

Henry Monett presented special credentials to represent W. L. O'Brien; L. P. Farmer, to represent Pennsylvania Railroad, in absence of D. M. Boyd, Jr.; J. W. Pickle, to represent W. R. Allen; and George Schriver, to represent Morgan Line of Steamers.

The names of James Barker, O. Brasher, H. C. E. Costelle, W. B. Davenport, E. R. Dorsey, W. H. King, G. O. Manchester, J. W. Pillsbury and C. O. Wood have been dropped from the list of members, owing to retirement or supersedure.

The following communication from E. R. Dorsey was read and accepted:

GENERAL TICKET DEPARTMENT,
BALTIMORE & OHIO RAILROAD COMPANY,
BALTIMORE, March 3d, 1874.

Samuel Powell, Esq., Secretary General Ticket Agents' Association, Chicago, Ill.:

DEAR SIR—Having resigned my position as General Ticket Agent of the C., C. & A., W., C. & A., and W. & W. Roads, and accepted the position of Assistant General Ticket Agent of the Baltimore & Ohio, I deem it right and proper that my resignation should be tendered the Association, which I consequently do.

In severing my official connection with the Association, I beg to tender the members thereof my hearty thanks for their partiality in elevating me to the Presidency, and also for their uniform kindness and courtesy during our deliberations.

With my best wishes for the continued welfare of the Association, and the prosperity of the members, collectively and individually, I am,

Yours, very truly,

E. R. DORSEY.

Messrs. C. P. Atmore and E. A. Ford being appointed tellers the Convention proceeded to ballot for a President, with the following result :

T. L. Kimball.....	33
E. A. Parker.....	2
D. M. Boyd, Jr.....	1
James Charlton.....	1
W. B. Shattuc.....	1

T. L. Kimball having received a majority of the votes cast, was declared elected President for the ensuing year.

The vote for Vice-President resulted as follows :

E. A. Brown.....	23
A. Pope.....	14
E. Vliet	1

E. A. Brown having received a majority of the vote cast, was declared elected Vice-President for the ensuing year.

There being two vacancies in the Executive Committee, viz., the intermediate and long terms, a vote for the intermediate term resulted as follows :

W. B. Shattuc.....	22
J. U. Parsons	17

W. B. Shattuc having received the majority vote, was declared elected a member of the Executive Committee for the intermediate term.

The vote for the long term resulted as follows :

J. U. Parsons.....	31
C. P. Atmore.....	4
Henry Starring.....	1
S. S. Parker	1

J. U. Parsons having received the majority vote, was declared elected member of the Executive Committee for the long term.

The Committee on Head-Lines made the following report:

The Committee on the subject of "head-lines," appointed at your last meeting, beg leave to recommend that Richmond, Va., be placed in the "head-lines," and that Milan be substituted for Humboldt, in the "head-lines."

E. A. FORD,
J. CHARLTON,
C. E. FOLLETT,
F. R. MYERS,
W. L. DANLEY,

Committee.

Report adopted.

It was moved that the order of business, by which locating of next meeting comes after the making of passenger rates, be suspended, and that it be taken up before going into Committee of the Whole on Rates. There being no dissent to the proposition, the roll was ordered called, with the following result:

New York.....	27
Cincinnati.....	7
Toledo.....	7
	<hr/>
	41

New York having received the majority vote, was declared as the place for holding the semi-annual meeting for 1874.

The resident members of New York are to decide upon the hotel at which it is to be held, and notify the Secretary.

At 12.30 o'clock the Convention resolved itself into Committee of the Whole on Passenger Rates, by the appointment of James Charlton Chairman, and E. A. Ford Doorkeeper.

On calling the roll, as provided in the By-Laws, the following failed to answer to their names:

Messrs. Abbott, Anderson, E. A. Brown, J. W. Brown, S. E. Carey, Carman, Connor, Daniels, Ferrier, Groat, Heakes, Hooper,

Huntington, Irving, Ives, Keim, Kingsbury, Lopez, B. Lyman, Mansfield, E. A. Parker, Penfield, Pickens, Printup, Rillie, Ragland, Robert, Sanborn, Schriver, Starring, Stennett, Townsend, Vliet, Whitcomb, Wilson and Wrenn.

The Committee continued in session until 1 P.M., when they adjourned to 3 P.M.

3 P.M.

Roll called, when the following members were absent:

Messrs. Abbott, Anderson, E. A. Brown, J. W. Brown, Carman, J. W. Cary, Daniels, Ferrier, Groat, Heakes, Holden, Huntington, Irving, Ives, Keim, Kingsbury, Lopez, Mann, Mansfield, Mass. E. A. Parker, Penfield, Pickens, Ragland, Robert, Sanborn, Schriver, Starring, Townsend, Vliet, Whitcomb, Wilson, and Wrenn.

Committee rose to allow a resolution to be offered concerning adjournment.

By J. U. Parsons:

That when this session adjourns this evening, it be adjourned to meet at Louisville, at o'clock, Saturday

Lost.

Committee again went into session on rates till 6 P.M.

Adjourned to 9 A.M. Saturday.

SATURDAY, 9 A.M.

Before proceeding to the consideration of rates, the Convention again took up the question of adjournment to Louisville, where W. B. Shattuc offered the following:

Resolved, That this Convention adjourn at noon, this date, and meet at the Galt House, Louisville, on Monday, 28d instant, at 9 A.M.

Lost by the following vote: Ayes, 20; noes, 22.

By C. E. Follett:

Resolved, That when this Convention adjourns this evening, it adjourns to meet at Louisville, on Monday morning at 9 o'clock.

Lost—ayes, 12; noes, 32.

By James Charlton:

Resolved, That the resolution offered by Mr. Shattuc, which was lost, be reconsidered.

Adopted.

F. R. Myers offered the following, which was accepted by Mr. Shattuc:

Resolved, That this Convention hold its Monday morning session at the Galt House, Louisville, at 9 o'clock A.M.

Adopted—ayes, 34; noes, 18.

It was moved that the Convention adjourn at 12 noon to-day, subject to the resolution to meet in Louisville, Monday, 9 A.M.

Adopted, and the Convention adjourned.

PROCEEDINGS OF CONVENTION
OF THE GENERAL
TICKET AND PASSENGER AGENTS'
ASSOCIATION.

LOUISVILLE, Ky., March 23d, 1874.

MONDAY, 9 A.M.

Adjourned meeting, held at Galt House, Louisville, March 23d.

In Committee on Rates. Absent at roll-call :

Messrs. S. E. Allen, Anderson, Ball, E. A. Brown, J. W. Brown, Brydon, Carman, Connor, Danley, Ferrier, Groat, Heakes, Holden, Hooper, Houston, Hubbard, Huntington, Irving, Ives, Keim, Kingsbury, Knight Lopez, B. Lyman, Mann, Mansfield, Mass, Penfield, Perry, Printup, Rillie, Robert, Sanborn, Stennett, Thrall, Townsend, Whitcomb, and Wilson.

In session until 1 P.M.

Adjourned to 3 P.M.

3 P.M.

Roll called. Members absent :

Messrs. Abbott, S. E. Allen, Anderson, Badger, Ball, E. A. Brown, John W. Brown, Brydon, Carman, Connor, Danley,

Ferrier, Groat, Heakes, Holden, Hooper, Houston, Hubbard, Huntington, Irving, Keim, Kingsbury, Knight, Lopez, B. Lyman, Mann, Mansfield, Mass, E. A. Parker, Parsons, Penfield, Perry, Pickens, Printup, Rillie, Robert, Sanborn, Stennett, Vliet, Whitcomb, Wilson, and Wrenn.

In session until 6 P.M.

Adjourned to 9 A.M. Tuesday.

TUESDAY, 9 A.M.

Roll called. Members absent :

Messrs. Abbott, S. E. Allen, Anderson, Badger, Ball, Boyd, E. A. Brown, Brydon, Carman, J. W. Cary, Connor, Danley, Ferrier, Groat, Holden, Hooper, Houston, Hubbard, Huntington, Irving, Ives, Keim, Kingsbury, Knight, Lopez, B. Lyman, Mann, Mansfield, Penfield, Pickens, Pope, Printup, Rillie, Ragland, Robert, Shute, Starring, Stennett, Thrall, Vliet, Wilson, and Wrenn.

In session until 1 P.M.

Adjourned to 3 P.M.

3 P.M.

Roll called. Members absent :

Messrs. Abbott, S. E. Allen, Anderson, Ball, E. A. Brown, J. W. Brown, Brydon, Carman, Connor, Daniels, Danley, Ferrier, Holden, Hooper, Houston, Hubbard, Ives, Keim, Kingsbury, Knight, Lopez, B. Lyman, Mann, Mansfield, E. A. Parker, S. S. Parker, Parsons, Penfield, Pickens, Pope, Printup, Rillie, Ragland, Robert, Sanborn, Shattuc, Shute, Starring, Stennett, Thrall, Townsend, Vliet, Whitcomb, Wilson, and Wrenn.

In session until 6 P.M.

Adjourned to 9 A.M. Wednesday.

WEDNESDAY, 9 A.M.

Roll called. Members absent.

Messrs. Abbott, Anderson, Badger, Ball, Boyd, E. A. Brown, Brydon, Carman, Connor, Daniels, Danley, Ferrier, Groat, Heakes, Holden, Hooper, Houston, Hubbard, Huntington, Irving, Keim, Kimball, Kingsbury, Knight, B. Lyman, Mann, Mansfield, Mass, Parsons, Penfield, Perry, Pickens, Pope, Printup, Rillie, Ragland, Robert, Sanborn, Schriver, Shute, Starring, Stennett, Thrall, Townsend, Vliet, Whitcomb, Wilson, and Wrenn.

In session until 1 P.M.

Adjourned to 3 P.M.

3 P.M.

Roll called. Members absent :

Messrs. Abbott, Anderson, Ball, J. W. Brown, Boyden, S. E. Carey, Carman, J. W. Cary, Connor, Daniels, Danley, Ferrier, Ford, Groat, Heakes, Hooper, Holden, Houston, Hubbard, Huntington, Irving, Johnson, Keim, Kingsbury, Knight, B. Lyman, Mann, Mansfield, Mass, E. A. Parker, S. S. Parker, Parsons, Penfield, Perry, Pierson, Pickens, Pope, Powell, Printup, Rillie, Ragland, Robert, Sanborn, Schriver, Shute, Starring, Stennett, Vliet, and Wrenn.

In session until 6 P.M.

Adjourned to 9 A.M. Thursday.

THURSDAY, 9 A.M.

Roll called. Members absent:

Messrs. Abbott, S. E. Allen, Badger, Ball, Boyd, E. A. Brown, J. W. Brown, Brydon, S. E. Cary, Carman, Connor, Dadman,

Daniels, Danley, Ferrier, Groat, Heakes, Holden, Hooper, Houston, Hubbard, Huntington, Irving, Johnson, Keim, Kingsbury, Knight, B. Lyman, Mann, Mansfield, Mass, Myers, O'Brien, E. A. Parker, S. S. Parker, Parsons, Penfield, Perry, Pierson, Pickens, Pope, Printup, Rillie, Ragland, Robert, Sanborn, Schriver, Shattuc, Shute, Starring, Stennett, Thrall, Townsend, Vliet, Wilson, and Wrenn.

Committee rose, and reported, through its Chairman, the completion of sheet of rates, and presented the same for adoption.

On motion, the rates were adopted, as reported, to take effect May 1st, 1874.

The amendment to the Constitution, laid over from last Convention, was, on motion, laid on the table.

By W. A. Thrall:

Resolved, That the thanks of this Association are hereby gratefully tendered to the proprietors of the Galt House, and especially to the officers of the terminal lines at Louisville, for their unremitting attentions to its members, during the present session.

Adopted.

Adjourned.

T. L. KIMBALL,
President.

SAMUEL POWELL,
Secretary.

Executive Committee—W. L. DANLEY, W. B. SHATTUC, J. U. PARSONS.

PROCEEDINGS OF CONVENTION
OF THE GENERAL
TICKET AND PASSENGER AGENTS'
ASSOCIATION.

NEW YORK, September 18th, 1874.

Semi-annual Convention, called to order at 11 A.M., at the St. Nicholas Hotel, by the President, T. L. Kimball.

The following is the present list of members. Those marked with a * were in attendance; those marked with a † have become members since the last Convention:

*ABBOTT, JOHN N.	*BROWN, JOHN W.	*DANIELS, G. H.
*ALLEN S. E.	BRYDON, R. T.	*DANLEY, W. L.
*ALLEN, W. R.	BUELL, E. A.	DEPEW, H. S.
ANDERSON, A.	CAREY, S. E.	DODGE, D. C.
†*ANDREWS, H. B.	CARMAN, GEO. L.	†*DORWIN, THOMAS
*ATMORE, C. P.	*CARPENTER, A. V. H.	DURKEE, C. E.
*BADGER, THOS.	*CARY, J. W.	EDGAR, WM.
*BALDWIN, H. P.	*CHARLTON, JAMES	†*EVANS, JOHN
BALL, GEO. C.	*CLARK, ELLIS	FERRIER, JAMES
†*BARNES, G. K.	*CLAPOR, P. L.	†*FILKINS, L. W.
†*BOURN, ALLAN	COBB, G. W.	†*FITCH, CHAS. L.
*BOYD, D. M., JR.	*COLE, L. M.	*FOLLETT, CHAS. E.
†*BOYLESTON, S. C.	*CONNOR, GEO. L.	*FORD, E. A.
*BROADUS, J. M.	COOK, JOHN S.	FOSTER, J. D.
*BROWN, E. A.	*DADMUN, G. A.	†*GOODRICH, M. B.

GROAT, P. B.	†*MALCOLM, W. L.	*ST. JOHN, E.
*HANCOCK, C. G.	*MANN, R. W. D.	*SANBORN, G. G.
HEAKES, F.	*MANSFIELD, C. B.	*SHATTUC, W. B.
HILLS, F. C.	*MASS, JOHN W.	*SHUTE, E. P.
*HOLDEN, W. L.	*MATO, S. E.	†*SPRAGUE, JACOB
*HOOPER, S. K.	*MYERS, F. R.	STANTON, C. M.
*HOUSTON, W. J.	NOURSE, J. P.	STARRING, HENRY
HUBBARD, S. D., JR.	*O'BRIEN, W. L.	*STENNETT, WM. H.
HUNTLEY, C. C.	†*OGDEN, JAMES R.	†*STEVENSON, SAMUEL
IRVING, W.	†*PAGE, H. J.	*SWEET, D. A.
*IVES, C. J.	*PARKER, S. S.	*THRALL, W. A.
†*JAY, M. S.	*PENFIELD, T.	*TOWNSEND, H. C.
*JOHNSON, W. P.	*PERRY, JOHN H.	*VLIET, EDGAR
*KEIM, B. R.	*PIERSON, S. F.	*WADE, F. P.
*KIMBALL, THOS. L.	*PICKENS, S. B.	†*WEED, W. H.
†*KING, GEORGE S.	*POPE, A.	WHITE, ALFRED
*KINGSBURY, J. A.	*POWELL, SAMUEL	WHITE, W. F.
KNIGHT, RAY	PRINTUP, JOHN C.	*WHITCOMB, C. D.
†*LEAVITT, J. F.	RAGLAND, W. N.	†*WILD, FRED.
LYMAN, B.	RILLIE, ROBERT	*WRENN, B. W.
LYMAN, H. L.	*ROBERT, J. A.	YOUNG, E. S.
McKINLAY, C. V.	ROGERS, E. P.	ZIMMERMAN, D. M.

Mr. E. H. Smith presented special credentials to represent the Central R. R. of Georgia at this meeting; also, Mr. C. E. Evans to represent the Atlantic, Mississippi & Ohio R. R.

Mr. C. E. Follett presented general credentials to represent the Paris & Decatur R. R.

Henry J. Page was represented by his proxy, John Egan; also, W. R. Allen by F. A. Follett, duly authorized.

The names of Jas. D. Brown, G. M. Huntington, J. C. Lopez, E. A. Parker, J. U. Parsons, A. E. Touzalin, and E. P. Wilson, have been dropped from the list, owing to retirement or supersedure.

Two members of the Executive Committee having to be elected, one in place of W. L. Danley, whose term expired with this meeting, and one in place of J. U. Parsons, who has left the Association, the Convention proceeded to ballot for the member for the long term.

John N. Abbott received a majority vote, and was declared elected.

On balloting for the unexpired term, B. W. Wrenn received a majority vote, and was declared elected.

The making of passenger rates being next in order, the rule was suspended to introduce an amendment to the By-Laws, whereupon Mr. Ford presented the following, which was adopted :

Resolved, That Section — of the By-Laws be amended to read as follows:

SECTION —. When the Convention goes into Committee of the Whole on passenger rates, a Chairman shall be elected, whose duty it shall be to maintain the strictest order possible during the sitting of the Committee ; to call for rates, and distinctly announce them, when made, to the Secretary, who shall carefully record the same ; to send, by committee of one, for absent members, who, upon notice, shall forthwith appear before the Committee ; and to perform such other duties as usually devolve upon chairmen of similar bodies. There shall be two sessions of the Committee per day, namely, from 9 A.M. until 1 P.M., and from 3 P.M. until 6 P.M., until the sheet of rates is perfected and ready to be reported. The Secretary shall call the roll at the opening of each session of the Committee, and the names of all members not then present shall appear in the printed proceedings of the Association as *absentees* from that session.

The rule was again suspended, to introduce the question of locating the next meeting. On calling the roll, Cincinnati had a large majority, and, on motion, was unanimously declared as the place for holding the Annual Convention of 1875.

Adjourned to 2 P.M.

2 P.M.

Convention met, and resolved itself into Committee on Rates.

Committee organized by electing E. St. John Chairman.

Roll called. Absentees :

Messrs. Andrews, Badger, Baldwin, Barnes, Boylston, Broadus

E. A. Brown, J. W. Brown, S. E. Carey, Cleapor, Danley, Dorwin, C. E. Evans, Filkins, Goodrich, Hancock, Hooper, Jay, Keim, Leavitt, Malcolm, Mann, Ogden, Page, Penfield, Perry, Pickens, Robert, Shute, Sprague, Stennett, Sweet, Townsend, Weed, Wild.

Committee continued in session until 6 P.M.

19th—9 A.M.

Committee met. Roll called. Absentees :

Messrs. Abbott, S. E. Allen, Andrews, Baldwin, Barnes, Bourn, Boylston, Broadus, E. A. Brown, J. W. Brown, S. E. Carey, Carpenter, Connor, Danley, Dorwin, C. E. Evans, Filkins, Fitch, Goodrich, Hancock, Jay, Keim, Kimball, King, Kingsbury, Leavitt, Malcolm, Mann, Mayo, Ogden, Page, Penfield, Perry, Pickens, Pope, Robert, Sanborn, Shute, Sprague, Sweet, Townsend, Vliet, Wade, Weed.

In session until 1 P.M.

3 P.M.

Roll called. Absentees :

Messrs. Andrews, Badger, Baldwin, Bourn, Boylston, Broadus, E. A. Brown, J. W. Brown, Carpenter, Clark, Cleapor, Dadmun, Danley, Dorwin, J. Evans, C. E. Evans, Filkins, Fitch, Hancock, Hooper, Houston, Jay, Keim, King, Leavitt, Malcolm, Mann, Mansfield, Mayo, Ogden, Penfield, Pickens, Pope, Robert, Sanborn, Shute, Sprague, Sweet, Thrall, Townsend, Vliet, Wade, Weed, Wild.

In session until 6 P.M.

tendered, to Col. John B. Bachelder, of Boston, for complimentary copies of his beautifully illustrated book, entitled "Popular Resorts, and How to Reach Them."

Adjourned.

T. L. KIMBALL,
President.

SAMUEL POWELL,
Secretary.

Executive Committee—W. B. SHATTUC, B. W. WRENN, JOHN N. ABBOTT.

In courtesy to the writer (an honorary member), the following letter is printed with the proceedings, for the purpose of bringing the work to the notice of railroad officials:

AMERICAN RAILROAD MANUAL COMPANY,
NEW YORK, Sept. 18, 1874.

Samuel Powell, Esq., Sec'y G. T. Agents' Association:

DEAR SIR—I send herewith two copies of my Manual for 1874, which may be of some slight service and interest to you in your present Convention. Doubtless, some of your members have not seen the work, or if they have, have not examined it critically in detail. I believe it is a work which, if thoroughly known and appreciated, would find a place in every railroad office of the United States and Canada. Perhaps you would kindly draw the attention of your Convention to it, and induce individual members to bring it to the notice of the managers of their respective roads, with the view of becoming regular subscribers.

I have only been home from Europe two days, and am much occupied in clearing up arrears of work, hence I may be unable to pay my respects to your Convention personally, but shall be pleased to see any of you, if convenient, at the office.

Yours truly,

ED. VERNON.

The following speaks for itself. The invitation was accepted informally. A large majority of the members enjoyed the hospi-

talities tendered, leaving New York at the time indicated, visiting Boston, and returned to New York in time for the session of Monday morning :

OFFICE OF OLD COLONY STEAMBOAT COMPANY,

NEW YORK, Sept. 18, 1874.

Thomas L. Kimball, Esq., President General Ticket and Passenger Agents' Association :

DEAR SIR—The managers of this line, being interested in the welfare of your Association, and desirous of contributing to their entertainment during their stay in this city, do most cordially invite the members thereof to make an excursion on the Steamer "Bristol," of this line, to Boston, on Saturday, the 19th inst, leaving Pier No. 28, North River, foot of Murray street, at 5 P.M. Returning, leave Boston Sunday, at 6.30 P.M., arriving in New York early Monday, in ample time for your morning session. Respectfully requesting that you will take action on this matter at an early hour this morning, we remain,

Yours very truly,

BORDEN & LOVELL,

Agents Fall River Line.

PROCEEDINGS OF CONVENTION
OF THE GENERAL
TICKET AND PASSENGER AGENTS'
ASSOCIATION.

CINCINNATI, O., March 19th, 1875.

Annual Convention, called to order at 11 A.M., at the Grand Hotel, by the President, T. L. Kimball.

The following is the present list of members. Those marked with a * were in attendance; those marked with a † have become members since the last Convention :

*ABBOTT, JOHN N.	*BROWN, JOHN W.	DEPEW, H. S.
ALLEN, S. E.	BRYDON, R. T.	DODGE, D. C.
*ALLEN, W. R.	*CAREY, S. E.	*DORWIN, THOS.
*ANDERSON, A.	CARPENTER, A. V. H.	DURKEE, C. E.
ANDREWS, H. B.	*CARY, J. W.	†*DAVANN, T. S.
*ATMORE, C. P.	*CHARLTON, JAMES	EDGAR, WM.
*BADGER, THOS.	*CLARK, ELLIS	EVANS, JOHN
BALDWIN, H. P.	CLEAFOR, P. L.	FERRIER, JAMES
*BARNES, GEO. K.	COBB, GEO. W.	*FILKINS, L. W.
*BOURN, ALLAN	COLE, L. M.	*FITCH, CHAS. L.
*BOYD, D. M., JR.	*CONNOR, GEO. L.	*FOLLETT, CHAS. E.
BOYLESTON, S. C.	*COOK, JOHN S.	*FORD, E. A.
BROADUS, J. M.	*DADMUN, G. A.	FOSTER, J. D.
†*BRONSON, H. M.	*DANIELS, G. H.	†*FOYE, CHAS. H.
†*BROOKS, E. J.	DANLEY, W. L.	†*FRARY, H. T.
BROWN, E. A.	† DAWES, A. C.	† GIVEN, JOHN

GOODRICH, M. B.	† McCHAN, B.	ROGERS, E. P.
†*GRANT, M.	†*McFADDEN, C. P.	*ST. JOHN, E.
*HANCOCK, C. G.	McKINLAY, C. V.	†*SARGENT, M. L.
HEAKES, F.	*MALCOLM, W. L.	*SHATTUC, W. B.
HILLS, F. C.	*MANN, R. W. D.	SHUTE, E. P.
HOLDEN, W. L.	MANSFIELD, C. B.	*SPRAGUE, JACOB, JR.
*HOOPER, S. K.	*MASS, JOHN W.	STANTON, C. M.
*HOUSTON, W. J.	*MAYO, S. E.	*STARRING, HENRY
†*HOWARD, C. R.	†*MILLS, W. A.	*STENNETT, W. H.
HUBBARD, S. D., JR.	*MYERS, F. R.	*STEVENSON, SAMUEL
HUNTLEY, C. C.	†*NATHAN, R. W.	SWEET, D. A.
*IRVING, W.	†*NASON, GEO.	†TAYLOR, W. P.
IVES, C. J.	*NOURSE, J. P.	*THRALL, W. A.
*JAY, M. S.	*O'BRIEN, W. L.	*TOWNSEND, H. C.
*JOHNSON, W. P.	OGDEN, JAS. R.	WADE, F. P.
*KEIM, B. R.	†*PAGE, J. H.	*WEED, W. H.
†*KENNEDY, F. B.	*PARKER, S. S.	†*WELSH, I. L.
*KIMBALL, T. L.	*PENFIELD, T.	WHITE, ALFRED
KING, GEO. S.	*PERRY, JOHN H.	WHITCOMB, C. D.
*KINGSBURY, J. A.	*PIERSON, S. F.	*WILD, FRED.
*KNIGHT, RAY	*PICKENS, S. B.	†*WILSON, E. P.
LEAVITT, J. F.	*POPE, A.	WRENN, B. W.
†*LORD, C. K.	*POWELL, SAMUEL	YOUNG, E. S.
*LYMAN, B.	*RILLIE, ROBERT	ZIMMERMAN, D. M.
LYMAN, H. L.	*ROBERT, J. A.	

W. R. Allen was represented by F. A. Follett. In the absence of D. M. Boyd, the Pennsylvania Railroad was represented by L. P. Farmer; J. W. Cary by C. W. Fuller; W. Irving by W. D. Cowles; John S. Cook by H. E. Laing. R. A. Bacon specially represented the Petersburg Railroad.

The names of George C. Ball, E. A. Buell, George L. Carman, P. B. Groat, H. J. Page, John C. Printup, W. A. Ragland, G. G. Sanborn, Edgar Vliet and W. F. White have been dropped from the list, being superseded, or having retired from the service of their respective companies.

Messrs. O'Brien and Stennett having been appointed tellers, the Association proceeded to ballot for a President for the ensuing year. The first ballot resulted in no choice; the second in electing D. M. Boyd, Jr.

For Vice-President, C. P. Atmore was elected.

Mr. Boyd not being present, Mr. Atmore was called to the chair.

For member of Executive Committee, E. St. John was duly elected.

B. R. Keim offered a resolution that Rules of Order be suspended, for the purpose of locating next meeting.

Objected to by W. B. Shattuc. Objection sustained.

S. F. Pierson moved an adjournment, subject to the call of the Executive Committee.

Objected to by W. B. Shattuc. Objection sustained.

W. L. O'Brien moved an adjournment till 3 o'clock P.M.

Adopted.

3 P.M.

W. B. Shattuc moved that the Association go into Committee of the Whole on Rates.

Adopted.

E. A. Ford was elected Chairman.

Roll called. Members absent:

Messrs. Abbott, Bacon, Bronson, Brooks, Cook, Fitch, Irving, Mann, Mayo, Page, Pickens, Rillie, Sargent, Starring, Stennett, Thrall, Wild, Welch, Wilson.

In session till 6 P.M.

20th—9 A.M.

Roll called. Members absent:

Messrs. Abbott, W. R. Allen, Anderson, Bacon, Badger, Bourn, Bronson, Brooks, S. E. Carey, Connor, Cook, Dorwin, Filkins

Fitch, Foye, Grant, Hancock, Hooper, Houston, Irving, Jay, Knight, B. Lyman, Lord, Mann, Mayo, Mills, Nason, Nathan, Page, Parker, Penfield, Perry, Pickens, Pope, Rillie, Robert, Sprague, Starring, Stennett, Stevenson, Thrall, Weed, Wild, Welsh, Wilson.

In session until 1 P.M.

3 P.M.

Roll called. Members absent:

Messrs. Anderson, Bacon, Bourn, Bronson, Brooks, Clark, Cook, Dadmun, Dorwin, Foye, Howard, Irving, Kennedy, Lord, Malcolm, Mayo, Mills, Nourse, Page, Parker, Rillie, Sprague, Starring, Stevenson, Weed, Wild, Welsh.

In session until 6 P.M.

22d—9 A.M.

Roll called. Members absent:

Messrs. Anderson, Bacon, Badger, Bourn, Bronson, Brooks, J. W. Brown, Connor, Daniels, Dorwin, Fitch, Foye, Frary, Hooper, Houston, Irving, Jay, Keim, Kennedy, B. Lyman, Mann, Mass, Mills, Nason, Nathan, Nourse, Page, Parker, Rillie, Robert, Sprague, Starring, Stennett, Weed, Wild, Welsh.

Roll call being finished, F. R. Myers moved that a recess be taken, for the purpose of allowing the Secretary to read a paper that he had prepared.

Adopted.

The paper was then read, and will be found on pages 346 to 354, inclusive, of these proceedings.

In session until 1 P.M.

3 P.M.

Roll called. Members absent :

Messrs. Anderson, Bacon, Badger, Bourn, Bronson, Brooks, J. W. Brown, Connor, Cook, Daniels, Dorwin, Follett, Foye, Frary, Hooper, Houston, Irving, Jay, Kennedy, B. Lyman Mass, Mills, Nason, Nathan, Nourse, Page, Parker, Penfield, Pickens, Rillie, Robert, St. John, Sargent, Sprague, Starring, Stennett, Stevenson, Weed, Wild, Welsh.

In session until 6 P.M.

23d—9 A.M.

Roll called. Members absent :

Messrs. Abbott, W. R. Allen, Anderson, Bacon, Bourn, Bronson, Brooks, Connor, Cook, Daniels, Dorwin, Filkins, Fitch, Follett, Foye, Frary, Grant, Hancock, Hooper, Houston, Irving, Jay, Keim, Kennedy, Knight, B. Lyman, Mann, Mass, Mills, Nathan, Nason, Nourse, Parker, Penfield, Perry, Pickens, Pope, Rillie, Robert, Sargent, Sprague, Starring, Stennett, Stevenson, Thrall, Townsend, Weed, Wild, Welsh.

In session until 12.25 P.M., when the schedule being finished the Committee rose to report to the Association.

12.30 P.M.

The Association was called to order by the President, D. M. Boyd, Jr., who made some excellent remarks on taking the chair.

The Chairman of Committee on Rates, reported the schedule.

W. B. Shattuc moved the schedule be adopted, to take effect May 1, 1875.

Carried.

The Executive Committee reported that no subjects had been brought to their notice, and therefore they had no business to present to the Association.

The resolution of J. A. Kingsbury, relative to his coupon ticket and baggage check, which was referred by last meeting to the Executive Committee, was again referred to the present Executive Committee, for report at next meeting.

E. St. John moved the following resolution :

Resolved, That the thanks of this Association are due Messrs. Gilmour & Sons, for furnishing requisite rooms and conveniences for the meetings of this Association, and that the same are hereby extended to them.

Adopted.

T. L. Kimball moved the following :

Resolved, That Mr. Samuel Powell is entitled to the thanks of this Association, for his very interesting and instructive address ; and that the same be published with the proceedings of the meeting.

Adopted.

E. A. Ford moved, that the President be instructed to appoint some one member to prepare an address for the next meeting.

Adopted.

T. L. Kimball moved that a committee, consisting of one member from each State represented in the Association, be appointed to consider the following questions, and report at the next meeting :

First. Is a railroad company obliged to carry a passenger holding a lost or stolen ticket?

Second. Whether the fact of a passenger being an *innocent holder* affects that obligation, and how ?

Third. When one company orders another to dishonor any tickets, upon

which company rests the final liability for damages, or costs of litigation, if any result from executing such order?

Adopted, and the Chair appointed the following Committee:

Nebraska—T. L. Kimball, *Chairman*.

New York—J. N. Abbott.

North Carolina—S. E. Allen.

Texas—H. B. Andrews.

New Jersey—H. P. Baldwin.

Minnesota—G. K. Barnes.

South Carolina—S. B. Pickens.

Virginia—J. M. Broadus.

Massachusetts—Jacob Sprague.

Indiana—John W. Brown.

Louisiana—S. E. Carey.

Wisconsin—A. V. H. Carpenter.

Maryland—L. M. Cole.

Delaware—G. A. Dadmun.

Tennessee—W. L. Danley.

Canada—B. McChan.

Alabama—C. L. Fitch.

Missouri—Charles E. Follett.

Iowa—C. J. Ives.

Kansas—B. R. Keim.

Pennsylvania—F. R. Myers.

Kentucky—S. S. Parker.

Arkansas—John H. Perry.

Ohio—S. F. Pierson.

Georgia—G. A. Robert.

Illinois—E. St. John.

Michigan—C. D. Whitcomb.

West Virginia—C. R. Howard.

Maine—C. H. Foye.

Oregon—E. P. Rogers.

Florida—John Evans.

F. R. Myers moved that the following rule be printed on the front cover of schedule of rates :

Extra baggage, when collected through from one line to another, shall be at the rate of fifteen per cent. per 100 pounds of the through passenger rates.

Adopted.

James Charlton moved

That a Committee, consisting of Messrs. Follett, Johnson, Ford, Atmore and Charlton, be appointed to consider the question of companies who default in ticket balances, and the prompt rendering of ticket reports, and report at the next meeting.

Adopted.

C. L. Fitch moved

That the Committee on Ticket Balances be instructed to report to the Convention whether, in the settlement of their balances, each company should draw for the whole amount reported, or only for the balance of account.

Referred to the Executive Committee.

It was moved that J. W. Pillsbury be elected an honorary member.

Adopted.

New York, Saratoga Springs and Cahokia having been nominated as the place for holding the semi-annual meeting of 1875, the roll was called, with the following result :

Saratoga Springs.....	23
New York.....	10
Cahokia.....	1
Total.....	34

Saratoga Springs, having received a majority of the votes cast, was accordingly declared the place for holding such meeting. The day is September 17th, 1875.

Adjourned.

D. M. BOYD, JR.,
President.

SAM'L POWELL,
Secretary.

Executive Committee—B. W. WRENN, JOHN N. ABBOTT, E. ST. JOHN.

The following is the paper alluded to in the proceedings as having been read to the General Ticket and Passenger Agents' Association by Samuel Powell, General Ticket Agent Chicago, Burlington & Quincy Railroad:

FELLOW MEMBERS:—Some six months ago, in conversation with an honorable member of the Association, he suggested that our semi-annual meetings might be made instructive and edifying by the introduction of addresses bearing upon the interests committed to our charge.

Fully concurring with the idea suggested, and believing that it was necessary for some one to break the ice, in order that each one may in his turn fall in, I have taken it upon myself, unasked, to make a digression in this direction, and therefore have prepared this paper.

I am starting out in strange waters, for me, the probabilities being that my "venture" may not prove a success, but may be classed as a "total loss." If this should prove to be the case—it being by no means unlikely that my little "boat" will "go ashore"—will some kind friend extend to me a helping hand; for I am willing to be forgiven for the mistake that shall have been made in the attempt to introduce this new feature in our meetings.

With some of you I have been associated nearly twenty years; and you know very well that speech-making is not among my capabilities; and you may come to the conclusion before, or by the time, the reading is finished, that this had better have been left alone. Be that as it may, I will launch my first effort, trusting that your friendship and kind-heartedness will overlook any errors that may be made, and that I shall not forfeit any good opinion you may have previously entertained of me. That standard declamation, "You'd scarce expect one of my age," etc., fully meets my case—substituting experience for age—the "critic's eye" being yours, which I trust will pass the "imperfections by."

The motive I have in view is the only excuse to be given for inflicting my thoughts on you. In meetings yet to come, papers can be presented to us that are worthy of attention and consideration—then I shall be content. We have among our members many who are amply qualified to give us a good treat; and will they be found wanting, when called upon to set their pens to paper, and thus contribute to the general good, and our edification? It is not probable. They are capable and will, without doubt, be found willing.

THE PASSENGER SERVICE.

It is a theme as broad and fertile as our Western prairies, and as prolific in topics as they are of crops, under good and intelligent cultivation.

Who among us, at a glance, fully comprehends the rapid growth and extent of passenger transportation? It is only when the mind reverts to some old picture

the early trains, or we look back to other times, or more particularly when we chance to get into some old coach, with its small windows and low roof, that we feel the contrast, and realize fully the conveniences and comforts of to-day over those of a few years ago.

It is but thirty or forty years since a train, consisting of an engine and three passenger cars (many of you have seen its picture, being quite common in railroad offices) was run on the road west of Albany, now a part of the great New York Central. It is a crude picture, but not less so than the train. The motive power was a rude affair, which, in these days of grand and powerful machinery, would scarcely do service in a shingle mill of the primeval forest. We can smile as we look at the barrels of wood, standing on the platform of the wagon next to the engine, as well as the other appurtenances connected with it, and contrast that simple affair with the locomotive of the present day. The passenger cars need not be depicted, for each has in his mind's eye the exact form and contour of the whole train far better than can be put on paper, except by an artist. It said that among the passengers of that noted train—and it was noted to the extent of being thought worthy of preservation as a picture—were some men who have since made for themselves a national reputation, and are still among the living. Thurlow Weed is said to be one of them, and he is yet in active life.

In the *Railroad Gazette*, a few months since, was a picture of one of the first engines run on the Baltimore & Ohio Railroad, some forty years ago. This engine, unlike that of the New York Central, had an upright boiler. Two gentlemen now connected with the Illinois Central Railroad, in active duty, ran one of those first engines between Baltimore and Washington, as engineer and fireman.

Attention has been called to these pictures simply for the purpose of more forcibly drawing the contrast, which each one has formed in his own mind, of the rapid strides that have been made in these few years in the way of "speed, comfort and safety" to the traveling public. It seems hardly possible that as much will be accomplished in the next thirty years, in the way of progress, as has been in the last thirty; but I think no one would care to hazard the opinion that those who live to see that time will not also see very great changes, even from the present. We cannot readily see wherein great improvements can be made, as we are inclined to the opinion that the acme of invention has very nearly been reached; that the ladder of improvement has been nearly climbed; that nothing further is needed in that direction; that "necessity is no longer the mother of invention," our wants and wishes being met by what we already have. This is undoubtedly true, as far as we are able to see; but the fertile mind of the inventor is continually at work, solving the problem that *progression* is the order of the day, and, as a consequence, every little while we see something brought out that fills a hitherto vacant space, or is in advance of the old method; and thus we go on from improvement to improvement so gradually as to us is scarcely noticeable. The traveler of 1900, however, may be able to see wherein the appliances for the aforesaid "speed,

comfort and safety" of that period are beyond those of 1875, as we of 1875 can see that those of this day are beyond those of 1850.

We meet together in association twice each year, mainly for the purpose of revising and correcting our schedule of rates, although there are many other things acted upon, from time to time, that greatly contribute to the general good. The schedule of rates has become almost absolutely necessary, from the fact that the lines of railroads, intersecting as they do each other so frequently all over the country, and especially in the middle portions, renders it extremely difficult for any one General Ticket Agent to make up a list of rates from any series of points to other points, and have them agree with a like list to and from the same points made up by any of his associates. By means of the schedule made up in convention, at which all can be present, we are able to determine and agree upon the rates to and from the principal points in the country, and thus have common rates at which tickets are sold, being alike in contrary directions. Without the schedule, the chances are that while the rate between two certain points would be at one figure for one direction, another rate would obtain in a contrary direction. I do not pretend to say the same result could not be accomplished without the semi-annual meetings of the Association, but I do say that with them our labors in this respect are very much simplified, and the results more equable and reliable.

In the matter of rates we have a common interest, and work harmoniously, because it is said figures will not lie, unless they are set down wrong. In making up our rates, being governed mainly by the local tariffs of our respective roads, we get along very smoothly, harmonizing the conflicting interests on the basis of the "short line," whether of distance or of rates, as the case may be. This mutual understanding is vastly more perfect of late years than formerly, and is mainly attributable to the smoothing influence of personal contact, which could not have been had as a whole, except for the meetings of the Association. It has been remarked, whether in sober earnest or not, I am not sure, "that our meetings serve the purpose of what is called a good time, more than anything else;" but am I not correct in saying that for those who take a lively interest in making up the rates, the three or four days they are engaged on them are as laborious as any work they do in the interim of the meetings? It is no boy's play to sit for six or eight hours a day making rates; and if any one is disposed to doubt this, let him but try it, and disabuse his mind of the delusion.

There are points, however, coming within the personal jurisdiction of each member, in which there is not that vein of harmony, that unity of purpose, among us there should be. Chief among these points is the want of unity and high action in the manner of conducting what is generally known as the outside work.

The subject that I shall principally attempt to bring before you, is the question of the standard under which we claim to be enlisted—the best means of making the best results for each of our roads in this branch of the business.

In treating this subject it will be necessary to use some plain words.

which I believe to be truth; but I purpose to beg the question, and disclaim any imputation of being deeper in the mysteries that pertain to this particular branch of the work than any one else, and do not draw from my personal action to any great extent. I will assume, at the outset, that by the abolition of all unfair means for the procurement of competitive business, we shall be striking at the root of the ruinous competition that has been indulged in to a greater or less extent all over the country; that, for the sake of a few passengers, or a few dollars temporarily gained, the passenger business has been sadly demoralized, and the net results, from competitive business reduced to a very low percentage, as compared with the cost of doing the same.

It is often claimed that when a passenger train is made up to its usual number of cars, that an additional one can be added at a very low price, and that the railroad company is benefited to the extent of the amount received for the use of that car, even though it may have been hauled for a rate that is less than the average cost of a car per mile.

This may be true as regards one car; but carry out the sequence, and apply it to any number of cars. Will the result justify any railroad company in carrying out the principle thus laid down or claimed?

Because an additional car, or cars, can be hauled without incurring any seeming additional expense, the benefit of the low rate thereby accruing to a particular class or party, it can be proven by the same false reasoning that if all parties using the trains of a railroad company were allowed the same special privileges—and it cannot be denied that all are equally entitled to them—the net receipts of that company would be very seriously impaired.

I will grant, for the sake of the argument, that a railroad company may make concessions to a party of people, whether large or small, and thus gain a temporary advantage over a competitor; but I am prepared to sustain the other side of the argument, that the "game was not worth the powder," for the simple reason that on the next opportunity the aggressed will go far beyond the aggressor, and the consequence is, stability of rates is out of the question.

I think it may safely be said that no one can be so conceited as to believe that he can monopolize this method of over-reaching a competitor, and thus secure for his company any considerable advantage. It is sure to react—the gain of to-day being counterbalanced by loss on the morrow.

This has been carried to a great extent by the readiness of railroad officials to cater to the wishes and solicitations of itinerant parties—parties who wish to use a line of road but once—especially those emigrating to a section of country far removed from the line that gives the reduction; it being generally the case that the road which ultimately locates the emigrant on its line, makes no considerable reduction from regular rates.

So great an evil has this method of competition become, as you all well know, that if a small company of people, say five or ten, wish transportation to a certain point, it is the practice—the common practice—to go from one to another of the roads in competition and solicit a reduction from the regular and agreed rates; and I am sorry to say that it is a rare exception, owing to the weakness exhibited on the part of railroad officials, that they do not succeed in their endeavor to a greater or less extent. The practice of giving reductions to this class of people, *first-class emigrants*, is an outrage on the regular patrons of a road, who assume that the rates charged in the regular ticket offices are standard, and are not deviated from, and therefore deal directly, and without question, with those ticket offices. If any class of people are entitled to special rates, it is that class who are the regular and habitual patrons of a road, and not that class who are generally the recipients, and therefore the practice cannot be defended on any principle of fair dealing and honesty of purpose.

Could any General Ticket or Passenger Agent take out a patent for this kind of illegitimate practice, there might be some slight shadow of sense in it; but when the field is open to any one who may be disposed to enter the lists, it has the appearance of being the height of folly, and one that can, and should, be brought to a speedy termination.

Every spring and fall we see this same maneuvering being practiced; and if it is but known that a party are to emigrate from a certain section, there you will find the agents of the roads in competition, bantering and dickering away the substance, until the shadow but remains. Would these same men confine their efforts to straight and legitimate travel, there is not a question but that all would be better off. Reductions of the kind mentioned do not in any way add to the number of passengers to be transported; and hence it follows that passenger receipts are diminished precisely the amount given to individuals who take the time and trouble to go from one to another, until they find some one who, for fear his road may not get the few dollars this person has to part with for the transportation of himself and family, makes a special rate, and then thinks he has done a wonderful thing. Individuals are not to be blamed for seeking special privileges and special rates; we all like them. But the railroad companies are wholly responsible for this fast and loose way of transacting their business. My friend makes a concession for this party, and I for that. He will not allow me the monopoly, neither will I allow it to him; and if any one will tell wherein either of us has made anything, he will confer on the fraternity at large an obligation that will not soon be forgotten. My friend, advocate and promulgator of special rates, here is an opportunity for you to achieve a name, as well as fame.

I am well assured that if an honest and persistent effort was made by an authority to correct this large and growing evil, a healthy and beneficial result to the finances of the passenger department would certainly follow. It is my remark, that the man who causes two blades of grass to grow where but one

before, is a philanthropist and benefactor of his race; but what can be said in defense of a practice which, if persistently and industriously followed, does not increase by one the number of passengers to be transported, but does diminish the receipts to be obtained from those who are to be transported, and who otherwise would pay the regular current rates?

Purify the source of the streams, permit nothing impure to enter them as they flow on, and the ocean to which they are tending will also be free from impurity. So with us; each can regulate his course so as to correct this evil. Permit no irregularities that will not stand the closest scrutiny, and the passenger business will be free from much that now renders it perplexing. This whole matter lies within the compass and jurisdiction of those of our Association; and if all were imbued with an honest endeavor to maintain the right, without any purpose of underhand work, a revolution would inevitably succeed that would be beneficial to all interested.

Under the present state of things, this company will to-day get the start of that company; but as sure as the sun will rise on the morrow, the one that overreached his neighbor to-day, and thereby secured what is called a gain, will be met on the morrow by a corresponding action, that will in effect neutralize the benefit thought to be gained.

Do not be deceived in believing that you are doing a good work for your company by entering upon any course of action that requires a constant covering up, with the hope, and perhaps belief, that being more expert, or sharp, as some may call it, you have over-reached your competitor, secured a few passengers, and thereby a few dollars for your company. I cannot believe that the men in charge of our great corporations, as Presidents, General Managers, or General Superintendents, require or expect such service at our hands. They are men of too high personal and official honor and integrity to expect or demand it; and though they may wink at any deviation from the straight path when brought to their knowledge, I am confident that if the individual members of this Association will but take the matter in their own hands, and say, "as for me, I will be honest; see that those under me are equally so; carry out faithfully and fully any and all agreements to the strict letter and intent;" I say I am confident the managing officers would not wish it otherwise, and would help each one of us to the full extent of their power and position.

I know that some will say that "this is all buncombe; it cannot be done; I will be honest if my neighbor is; I do not wish to do a mean thing of my own accord, but am forced to do it by the action of my competitor"—and much more of the same sort, being only varied according to the temper and disposition of the doubter.

Herein lies the principal trouble for a reformation: Each one is not willing to believe his competitor honest, simply because if an opportunity presents itself

whereby he can secure a temporary advantage, he does not hesitate to avail himself of it, believing that if his competitor has the chance, he will do precisely as he himself is doing.

Is not this the true solution, as well as the real cause of all the trouble? We are not honest ourselves—not strictly and totally so. It would not be prudent, or true, to assert that all are equally dishonest, for I do not believe this to be the case. There is a wide range of thought and feeling on this subject, there being leaders and followers in this as in all other branches of business. The transportation of passengers is not so essentially different from other kinds of business that we can afford to be indifferent to the lessons which may be derived from the pursuit of a legitimate mercantile life. We do not see a merchant—and by the term merchant I mean one who fully understands his business; there being many who bear the name, but notoriously fail to deserve it—whose capital being invested in his business, sells his merchandise simply for the purpose of increasing the volume of his sales, without regard to the profit or loss that may be incurred. True, he may, in times of depression, or an overstocked market, materially reduce the price of some of his goods, even below the cost of the same; but this is within the scope of the true merchant. He thereby may relieve himself of possible indebtedness, saving in interest what he may lose in sales below cost, and does not seriously impair his capital.

In the transportation of passengers there can be no overstocked market, and therefore nothing is to be provided for in this respect. Times of depression and slackness will and do come, but if a reduction in rates will help us out of the difficulty, the reduction ought to be universal, and not to any particular class or individual. That local reductions may be made, whereby a large number may be induced to visit a locality for a certain purpose, within a limited time, the financial interests of the company being greatly benefited thereby, there is not the slightest doubt, but, on the contrary, is generally accepted as true, and acted upon accordingly.

These benefits, besides inuring financially to the company, are given to the general patrons of a road, who more or less are in the use of the trains of the road at regular rates, and they are the ones to whom reductions belong of right (in case any are given), and not to those who, as said before, have occasion to use the road but once.

I presume that some will say that I, from my standpoint as the representative of a strong corporation, can take this position; and if those in competition with it, who are weaker, will adopt these virtuous measures, the company I represent will be largely the gainer, its reputation being well established. Let us see if all the benefit will accrue to the weaker party, provided he does not accept and act on this position.

All other things being equal, the passenger business will distribute itself as equitably, under a tariff of reasonable rates, as it will under one that is reduc-

It is not to be supposed that I will rest easy under a cutting of rates to points that are as much mine as they are those of my competitor, without retaliating in some way for what I am privileged to consider an invasion of my rights.

New lines of travel, and long lines of travel, are very apt to think that something of this kind is necessary in order to bring their routes more prominently before the public; but have they any surety that the older, or shorter lines, will not resort to like measures for the purpose of keeping their advantage? Assuredly not. The reputation of a railroad company, like that of an individual, is of too much value to be trifled with, and will be guarded in the one case quite as zealously as in the other, provided those in charge of the departments act from a sincere desire to promote the future as well as the present welfare of their company. We know how easy it is for an individual to lose a respectable reputation. We see or hear of cases almost daily. In these times of extravagance and "haste to be rich," the rapidity with which fortunes have been made has led many to embark in enterprises that will not bear a strict examination, and failure is the general result. At least, we can more readily trace the results of failure than of success, from the fact that when an individual succeeds in a great undertaking, we are apt to consider him as fortunate—as one possessed of rare business tact—and do not look so closely at the ways and means by which it has been accomplished as we do when failure follows.

In connection with our positions as officers of railroads, there is as much occasion for cultivating a reputation for square and honest dealing as there is in any other department of a business life. A reputation for sobriety, truth and honesty, is not to be lightly thought of. It is like the keel on which rests the superstructure of the ship. Without that is laid firm and true to the line, it is useless to build upon it, with the hope that the mistakes there made can be rectified as the work goes on. The foundation must be laid on correct principles, else all that is built upon it will, of necessity, be imperfect.

If what has been said in regard to honesty of purpose be true, how easy to remedy the whole evil. Purify, each for himself, his own dominion, and the whole body politic will be purified. This is no idle talk, if looked at correctly—not a dream of the fancy. I know some may smile at what may be called the innocence of my heart, but my impression is, that if each will sound the depth of his heart, and give utterance to the sentiments he will find imbedded there, that all will agree that I am not very much, if any, out of the way.

The only real obstacle in the way of putting these principles in operation, is want of faith in each other; and yet why should there be any lack in this regard? We are working for a common interest, although the private interest of each may be diverse; still, when it can be seen that whatever is for the common interest is equally for the private interest of each, in the name of all that is reasonable, why cannot it be done? I firmly believe that no road or individual has gained anything, in the long run, by trying to over-reach.

and each member knows just what is required in this respect, that
come out of chaos"—"a consummation devoutly to be wished."



PROCEEDINGS OF CONVENTION
OF THE GENERAL
TICKET AND PASSENGER AGENTS'
ASSOCIATION.

SARATOGA, N. Y., Sept. 17th, 1875.

Semi-annual Convention, called to order at 11 A.M., at the United States Hotel, by the President, D. M. Boyd, Jr.

The following is the present list of members. Those marked with a * were in attendance; those marked with a † have become members since the last Convention:

*ABBOTT, JOHN N.	BRONSON, H. M.	COOK, JOHN S.
*ALLEN, S. E.	*BROOKS, E. J.	†*CUMMINGS, S. W.
*ALLEN, W. R.	*BROWN, E. A.	*DADMUN, G. A.
*ANDERSON, A.	*BROWN, JOHN W.	†*DAILY, JAMES
*ANDREWS, H. B.	BRYDON, R. T.	DANIELS, G. H.
*ATMORE, C. P.	*CAREY, S. E.	DANLEY, W. L.
BADGER, THOS.	*CARPENTER, A. V. H.	DAYANT, T. S.
*BALDWIN, H. P.	*CARY, J. W.	DAWES, A. C.
*BARNES, G. K.	*CHARLTON, JAMES	DEPEW, H. S.
BOURN, ALLAN	*CLARK, ELLIS	DODGE, D. C.
*BOYD, D. M., JR.	*CLEAPOR, P. L.	*DORWIN, THOMAS
*BOYLESTON, S. C.	COBB, G. W.	*DURKEE, C. E.
†*BRAINORD, E. JR.	*COLE, L. M.	*EDGAR, WM.
*BROADUS, J. M.	*CONNOR, GEO. L.	*EVANS, JOHN

FERRIER, JAMES	*KINGSBURY, J. A.	RILLIE, ROBERT
*FILKINS, L. W.	KNIGHT, RAY	*ROBERT, J. A.
FITCH, CHAS. L.	*LEAVITT, J. F.	ROGERS, E. P.
†*FLANDERS, D. J.	*LORD, C. K.	*ST. JOHN, E.
*FOLLETT, CHAS. E.	LYMAN, B.	*SHATTUC, W. B.
*FORD, E. A.	*LYMAN, H. L.	SHUTE, E. P.
FOSTER, J. D.	*McFADDIN, C. P.	†*SMITH, E. H.
*FOYE, CHAS. H.	McKINLAY, C. V.	†*SNOW, F. E.
*FRARY, H. T.	*MALCOLM, W. L.	SPRAGUE, JACOB, JR.
GIVEN, JOHN	*MANN, R. W. D.	†*SPAULDING, C. F.
GOODRICH, M. B.	*MASS, JOHN W.	STARRING, HENRY
GRANT, M.	*MAYO, S. E.	STENNETT, W. H.
*HANCOCK, C. G.	MILLS, W. A.	*STEVENSON, SAMUEL
HEAKES, F.	†*MURRAY, O. G.	SWEET, D. A.
HILLS, F. C.	*MYERS, F. R.	TAYLOR, W. P.
HOLDEN, W. L.	NATHAN, R. W.	*THRALL, W. A.
*HOOPER, S. K.	*NASON, GEO.	TOWNSEND, H. C.
*HOUSTON, W. J.	NOURSE, J. P.	WADE, F. P.
*HOWARD, C. R.	*O'BRIEN, W. L.	†*WALLACE, J. J.
HUBBARD, S. D., JR.	OGDEN, JAMES R.	*WEED, W. H.
HUNTLEY, C. C.	*PAGE, J. H.	*WELSH, I. L.
IRVING, W.	†*PAPY, F. B.	†*WENTWORTH, H. C.
IVES, C. J.	*PARKER, S. S.	WHITE, ALFRED
JAY, M. S.	*PENFIELD, T.	†*WHITE, W. F.
*JOHNSON, W. P.	*PERRY, JOHN H.	WILD, FRED.
KEIM, B. R.	*PIERSON, S. F.	†*WILLIAMS, W. B.
†*KELLOGG, J. L.	*PICKENS, S. B.	*WILSON, E. P.
*KENNEDY, F. B.	POPE, A.	*WRENN, B. W.
*KIMBALL, THOS. L.	*POWELL, SAMUEL	YOUNG, E. S.
KING, GEORGE S.	†*PRINTUP, JOHN C.	ZIMMERMAN, D. M.

Total members, 132. Present, 82.

W. R. Allen was represented by F. A. Follett; D. M. Kendrick specially represented the Illinois Midland Railroad, and C. C. Cobb the Indianapolis & St. Louis Railroad.

The names of B. McChan, C. B. Mansfield, M. L. Sargent, C. M. Stanton and C. D. Whitcomb have been dropped from the roll, being superseded by others in their respective companies.

Messrs. Daily and McFaddin having been appointed tellers, the Association proceeded to ballot for member of Executive Committee. The first ballot resulted in no choice:

S. S. Parker.....	26
C. K. Lord.....	26
T. Penfield	3
S. F. Pierson.....	1

The second ballot resulted in the choice of C. K. Lord, the vote being as follows :

C. K. Lord.....	28
S. S. Parker.....	23
S. F. Pierson.....	1
T. Penfield.....	1

Whereupon, C. K. Lord was declared duly elected.

The President reported that, under a resolution adopted at last meeting, he had invited Mr. A. V. H. Carpenter to prepare the address for this meeting, and that the gentleman named had accepted the invitation, whereupon Mr. Myers moved the following :

That the reading of the address prepared by Mr. Carpenter be made a special order for 12.30 P.M., this date, and that the ladies accompanying the members be invited to be present at that time.

Adopted.

A recess was now taken until 12.30 P.M., in order that the members might have an opportunity of inviting the ladies.

12.30 P.M.

Mr. Carpenter delivered his address, a copy of which will be found on pages 265 to 372, inclusive, of these proceedings. At its conclusion the President presented Mr. Carpenter the thanks of the Association for the same.

Adjourned to 3 P.M.

3 P.M.

On motion, the following was adopted :

Whereas, The precedent having been established of having an address delivered at each regular meeting of the Association, and in order to prevent, as far as possible, any failure in its production, it is hereby

Resolved, That immediately after the election of officers, a member shall be elected by the Association whose duty it shall be to prepare an address and deliver the same at the next meeting. The person so elected shall be present and accept the position. In case of the death or disability of the person so elected, it shall be the duty of the President to secure a substitute.

Under the foregoing resolution, Mr. S. F. Pierson was elected to deliver the address at next meeting, and being present, accepted the position.

E. A. Ford moved that the Association go into Committee of the Whole on Revision of Rates.

Lost.

A. V. H. Carpenter moved to suspend regular order of business, and take up miscellaneous business.

Adopted.

On motion of F. R. Myers, the By-Laws fixing the time of meetings of the Association were amended by striking out of Section 1 the last Friday but one in March and September, and inserting the second Friday in March and September, respectively.

The By-Law, as amended, now reads :

The annual Convention shall be held on the second Friday in March, and the semi-annual Convention on the second Friday in September, etc.

The Executive Committee made the following report :

Your Executive Committee beg to present the following report :

As to matters referred for report—

First. In relation to the so-called "Kingsbury Ticket and Baggage Check," we refer the subject back to the Association, without recommendation.

Second. In relation to settlement of ticket balances, we recommend that the generally-adopted practice of drawing for the actual balances, instead for the face of reports, be adopted as the rule of the Association.

As to new business—

Third. We recommend the consideration of excursion rates and forms of tickets for the Centennial season of 1876.

Fourth. That the practice of accepting tickets issued by individuals, or firms, not recognized by this Association, *be discontinued.*

Respectfully submitted.

B. W. WRENN, *Chairman.*

JOHN N. ABBOTT,

E. ST. JOHN,

Executive Committee.

Action being taken on the foregoing report, the several items were disposed of as follows :

First: Was laid on the table indefinitely.

Second: That it is recommended that draft be made for balances, instead of face of reports.

Third: That a Committee of thirteen be appointed to present a basis for rates, and also for forms of tickets. Messrs. Carpenter, Abbott, Cole, Wentworth, Daily, Kimball, Atmore, St. John, Pier-son, J. W. Cary, Ford, S. E. Allen and D. M. Boyd, Jr., were appointed as such Committee.

It was moved that the Committee report on Saturday morning.
Adopted.

Fourth: After some discussion, and various motions and amend-ments, action on the recommendation of the Committee was indefi-nitely postponed.

The Committee appointed at last meeting on the question of lost or stolen tickets, was called upon for report.

The Committee not being ready to report, asked for further time, which was granted.

After two ballotings, in which Jacksonville and San Francisco were leading places, Jacksonville, Florida, was selected as the place for holding the annual meeting for 1876. The date is March 10th, 1876.

The Association now resolved itself into Committee of the Whole on Rates.

The Committee elected W. P. Johnson Chairman.

It being near the time of usual adjournment, the roll was not called, consequently no business was transacted.

SATURDAY, 9. A.M.

Roll called. Members absent.

Messrs. S. E. Allen, Anderson, Andrews, Baldwin, Boylston, Broadus, Brooks, J. W. Brown, Brainord, Carpenter, Cleapor, Cole, Cummings, Cobb, Dadmun, Dorwin, Durkee, Daily, Edgar, Evans, Filkins, Follett, Foye, Frary, Flanders, Hooper, Kennedy, Kimball, Kingsbury, Kendrick, Lord, H. L. Lyman, Malcolm, Mayo, Murray, Page, Parker, Penfield, Pickens, Printup, Papy, Stevenson, Spaulding, Snow, W. F. White, Weed, Welch, Wrenn.

By common consent, the morning session was made from 9 A.M. to 1.30 P.M., and the afternoon session from 3.30 P.M. to 6 P.M.

In session until 1.30 P.M.

3.30 P.M.

Roll called. Members absent :

Messrs. Abbott, Andrews, Baldwin, Barnes, Boylston, Brooks, E. A. Brown, J. W. Brown, Brainord, Carpenter, Clark, Cleapor, Connor, Cummings, Cobb, Dadmun, Dorwin, Durkee, Daily, Edgar, Evans, Filkins, Foye, Frary, Flanders, Hancock, Hooper, Howard, Kimball, Kendrick, Leavitt, H. L. Lyman, McFaddin, Mayo, Murray, Page, Parker, Penfield, Papy, Stevenson, Smith, Spaulding, Snow, Thrall, W. F. White, Weed, Welsh, Wilson, Wrenn, Wallace.

In session until 6 P.M.

MONDAY, 9 A.M.

Roll called. Members absent:

Messrs. Baldwin, Boylston, Broadus, Brooks, E. A. Brown, Brainord, Clark, Connor, Cummings, Cobb, Dadmun, Durkee, Daily, Edgar, Filkins, Follett, Foye, Flanders, Hancock, Kennedy, Kendrick, Leavitt, H. L. Lyman, McFaddin, Pickens, Printup, Papy, Robert, Spaulding, Snow, W. F. White, Weed, Welsh, Wallace, Williams.

In session until 1.30 P.M.

3.30 P.M.

Roll called. Members absent:

Messrs. S. E. Allen, Andrews, Baldwin, Boylston, Broadus, Brooks, E. A. Brown, J. W. Brown, Brainord, Carpenter, Charlton, Clark, Cleapor, Cummings, Cobb, Dadmun, Durkee, Daily, Edgar, Evans, Filkins, Follett, Foye, Frary, Flanders, Hancock, Hooper, Houston, Kendrick, Leavitt, H. L. Lyman, McFaddin, Myers, Murray, Nason, Pickens, Printup, Papy, Robert, Spaulding, Weed, Welsh, Wilson, Wrenn, Wallace, Williams.

In session until 6 P.M.

6 P.M.

Convention called to order to receive report of Committee on Centennial rates and tickets. The Committee reported the following :

Resolved, That as we cannot agree upon a basis for the reduction of rates during the International Exhibition of 1876, at the present time, we request permission to sit during the recess, and to report to the members of the Association, by circular, the result of our deliberations.

Resolved, That a sub-committee of three be appointed from the members of this Committee, to prepare a form of ticket for the Centennial travel; and that each member of the Committee be invited to prepare a form of ticket, and present it to the sub-committee for their consideration.*

Resolved, That whatever reduction of rates be made, shall be upon the basis of round-trip tickets, good for a period not to exceed thirty days from the date of issue, except upon the lines west of Omaha, which lines shall be authorized to make such limit as they may think necessary for the proper accommodation of their passengers and the protection of their regular business.

Resolved, That for the purpose of securing for each and all of the railway and transportation lines of the country a full, fair and suitable representation in the sale of tickets in the International Exhibition of 1876, and for the further purpose of enabling the Bureau of Transportation of the Centennial Commission to offer visitors from all parts of the world the most ample facilities for making tours through our country, we ask the Convention to adopt the following resolution:

That the Committee on Centennial Affairs be empowered by the Association to negotiate with the authorities of the International Exhibition of 1876, at Philadelphia, for the use of a suitable building wherein to conduct the sale of tickets over the transportation lines of the United States and Canada, and to arrange for the employment of such agents and clerks as may be necessary to conduct the business; and that the Committee be further empowered to arrange for the sale of "excursion tickets" from Philadelphia at the same reduced rates as may be adopted in ticketing to Philadelphia, the necessary expenses of such arrangements to be borne by the transportation lines in proportion to the gross revenue received by each from the sale of tickets in the exhibition.

Report received and adopted.

Adjourned.

TUESDAY, 9 A.M.

Roll called. Members absent:

Messrs. Abbott, S. E. Allen, Anderson, Andrews, Baldwin, Barnes, Boyleston, Broadus, Brooks, E. A. Brown, J. W. Brown, Brainord, Carpenter, Charlton, Clark, Cleapor, Connor, Cummings,

*NOTE.—A sub-committee was appointed, consisting of Messrs. Cole, Abbott and Boyd.

Cobb, Dadmun, Durkee, Daily, Edgar, Evans, Filkins, Follett, Foye, Frary, Flanders, Hancock, Hooper, Houston, Howard, Kennedy, Kendrick, Leavitt, Lord, H. L. Lyman, McFaddin, Murray, Nason, Penfield, Pickens, Printup, Papy, Robert, Shattuc, Stevenson, Spaulding, Snow, Thrall, W. F. White, Weed, Welsh, Wilson, Wallace, Williams, Wentworth.

In session until 1.30 P.M., when the schedule of rates being completed, the Committee rose to report to Association at 3.30 P.M.

3.30 P.M.

Chairman of Committee on Rates reported schedule of rates revised, and on motion it was adopted, to take effect November 1, 1875.

Committee on Lost and Stolen Tickets made the following report:

The Committee to whom was referred the following questions:

"*First.* Is a railroad company obliged to carry a passenger holding a lost or stolen ticket?"

"*Second.* Whether the fact of a passenger being an innocent holder affects that obligation, and how?"

"*Third.* When one company orders another to dishonor any tickets, upon which company rests the final liability for damages or cost of litigation, if any result from executing such order?"

Beg leave to report:

Regarding the above questions, designed to secure such information on the subject as would enable the Association to adopt, if possible, *uniform* regulations in the matter of lost and stolen tickets, each member of your Committee has submitted these questions to his company's attorney for their legal opinions and advice. Responses have been received from only half the lines represented in the Committee, and as those received show about the same diversity of opinion as exists among General Passenger and Ticket Agents, we respectfully ask further time to consider and report.

THOMAS L. KIMBALL,
Chairman.

Report accepted, and further time given as requested.

Permission was granted the Committee to print the opinions that had been received, it being stipulated that they should be arranged by States, and the names of the parties giving them be omitted.*

E. A. Ford moved,

That paragraph 2, Section 7, of By-Laws, be printed on the title-page of the schedule of rates.

Adopted.

On motion, the Secretary was instructed to convey to the proprietors of the United States Hotel the thanks of the Association for furnishing requisite rooms and conveniences for the meetings of this Convention.

A. V. H. Carpenter offered the following as amendments to By-Laws:

SECTION —. Insert after the word "reported," in twelfth line of said Section, on page 312 of proceedings, September, 1873, the following: "*Provided, however,* That the Committee may adjourn from time to time, or from place to place, pending the session of the Convention, by vote of two-thirds of the members present."

Amend first clause of Section 7 by adding thereto, "Upon report of the Committee of the Whole."

Strike out the 3d, 4th, 5th, 6th and 7th clauses of said Section.

Amend Section 13 by adding thereto the following: "The rules of the Association, as herein provided, or any order of business pending under the same, may be temporarily suspended, for consideration of any specific matter, by a two-thirds vote of the members present."

There being but few members present, it was deemed advisable to lay the amendments over till the next meeting.

Adjourned.

D. M. BOYD, JR.,
President.

SAM'L POWELL,
Secretary.

Executive Committee—JOHN N. ABBOTT, E. ST. JOHN, C. K. LORD.

*NOTE.—Report of Committee will be found on page 373 of these proceedings.

The following is the address alluded to in the proceedings as having been read to the General Ticket and Passenger Agents' Association by A. V. H. Carpenter, General Ticket Agent Chicago, Milwaukee & St. Paul Railroad:

MR. PRESIDENT AND GENTLEMEN:—Time was when the handling of any matters supposed to be the subjects of monopoly of religious institutions, in a meeting for secular purposes, would have excited the holy horror of the sanctified few who claimed to be the only legitimate doorkeepers in the house of the Lord, and been received with ridicule, if not derision, by the unwashed or unregenerate many. Cloisters and temples were the repositories of religion; and probably that was the safest manner of keeping the kind of religion then in regency. The advent of Christianity dethroned one class of exclusionists, to be succeeded by another of even sterner mold, under the guise of chosen defenders of the "faith once delivered to the saints."

It is at last beginning to be appreciated that there is no monopoly in this matter at all. To this idea of the universality of this provision for mankind is due the possibility, even, of a voluntary organization composed of representatives of divers and conflicting interests.

For long centuries after the dawn of the era whose consummation is to be peace and good will on earth, this thought was working deep down below the ken of superficial observers. This generation is the witness of a grand epoch in the world's history. Like the year of bloom of the century plant, this age is manifesting the results of the working of the occult forces at the foundation of its life.

Providential events are the orderly progress of a grand underlying law—there is no game of chance in the working of the "Great First Cause"—all is order there. This Association is one of the necessities of *Christian* civilization (*Sue cum ita sint*); and since our objects are the furtherance of the principles of peace, which is the corner-stone of prosperity, it is fitting that each and all should be reverently thankful to the Author of all Beneficence for the sunshine of His providence upon our lives and fortunes, and seek His aid in our laudable undertakings, and ask His protection from engaging in any other. Railway men are not conspicuous, generally, at sanctimonious parades, nor great braggarts over their stock of grace, if they have any. They generally follow the injunction of the Master, in one respect, at least—praying in secret, if at all; and therein their heads are level, because the classes which made a great show in their devotional exercises met with a *mild* rebuke from "Him who spake as never man spake." In fact, they were the only ones who received a scathing denunciation at His hands; He had kindly words for the erring in all other ways. Speaking from a general knowledge of the situation, the writer has no hesitancy in saying that the railway men of this day are not below par in respect for, or practice of, the real Christian virtues. There is no arrogance in this claim, for one is never rated above his own estimate, save by the

internal revenue collector. Doubtless all of us, like the average of mankind, might, advantageously to ourselves and the world, cultivate a more intimate correspondence with that place where moth and rust do not corrupt, and where thieves do not break through nor steal.

In the fraternal spirit inspired by such thoughts, and the good fellowship of a comrade in this grand cosmopolitan service, your humble servant appears before you to "speak his piece," in obedience to the behest of our respected President, and in pursuance of a happily-inaugurated custom having reference to the æsthetics of our profession.

"But how the subject theme may gang,
Let time and chance determine;
Perhaps it may turn out a sang,
Perhaps turn out a sermon."

Possibly your criticisms will find neither rhyme nor reason in what I have to say. However that may be toward the matter or the manner of the author, I am sure of your kindly indulgence toward him in person.

It may be fairly taken for granted that you are not hankering after a dissertation on matters pertaining to the dry details of our routine duties, but prefer, rather, something which has rest stipulated for in its premises, or wrought out in its consideration—something to lift us from the bed-rock on which our daily life grinds its daily grist; something to stimulate a higher range of thought than can find room in our brain in the dust and heat of work-day life.

In the first paper read before you, you were treated to an able and salutary dissertation upon that branch of the passenger service embraced in the design and scope of this institution—upon the importance of good faith in observing the rules we make, and regulations we adopt—and the necessity for a higher standard of ethics in our handling the trusts in our charge; to all of which every right-minded member of the Association said yea and amen. Good faith, like a good name in man or woman, is the immediate jewel of the soul of an association for the purpose of promoting the common defense and general welfare of any great interest. Want of space, and innate modesty, prevented an exhaustive statement of the case by our worthy Secretary, and it seems the most profitable line of thought, for the present paper is a little more of the same sort, as the auctioneers say.

The paper referred to states the nature of the disease, and one great cause thereof, but does not give a full diagnosis of the case. Let us continue that. Bad faith is innate, while want of confidence may be the result of overpowering circumstances. In this case there are many such. To begin with, in many cases the head of a department *stat nominis umbra*; and while we think we are dealing with him, we are only dealing with a power behind his tiny throne, which overshadows him like a Colossus; this, *per se*, generates want of confidence, because we can only see the representative; we may know him, but cannot always know those who control the

- springs by which he moves. Next, we have the hydra-headed system, composed of a multitude of general agents, who must all do something to vindicate their right to the title, and so responsibility and singleness of purpose are thrown to the winds.

Again, this department is made the *factotum* of the oblique movements of all the others—if any such are practised. A *PASS* is the magic key intrusted to so many hands that it gets sadly worn. There would be some compensation for this use of our tools if we got credit for same, by debiting the branch of the revenue which receives the benefit of our services in its behalf, in the earnings account. Moreover, the stability of passenger rates is often at the mercy of an ambitious or indiscreet agent. A freight agent bills a car of hoop-poles at less than joint tariff rate; or a general agent gets excited over a car of hogs, and gives an extra return pass to secure the contract; and it happens that between these two competitors the passenger traffic of the line whose agent secured the hogs offers the most vulnerable point of attack to the other side. Away go the rates, with as little compunction as a litter of blind kittens would be drowned. The owners of the property see the tumble in the passenger rates without knowing the cause, and the result is a bad odor attaches to our skirts therefor; sometimes, but seldom, the boot is on the other foot. Again, in case of a fight between rival lines, when the time for settlement comes, a convention is called, and a seven-story and Mansard agreement is entered into, embracing all the details of local administration, as well as the matters in interest on competing business. The result is, some, or all, of the parties find they have got their foot in it, and a row at home is imminent. Then comes a detaching of one timber after another of the fine temple dedicated to *future* virtue, until the building gets so badly stripped of its ornaments and fine proportions that it loses the respect of the builders, and they go at it pell-mell to abolish the remainder of the unsightly structure. This matter needs no further elucidation at my hands—the ruins of those edifices are met with wherever we turn.

In the next place, success in any campaign depends as much upon the rank and file as upon the commanders. The ticket seller and traffic solicitor constitute the rank and file in our lines; and the same law which regulates the elements of success in other lines of business prevails here. A good commercial salesman must be *au fait* in the qualities of the commodity dealt in—of good address, ready command of language, entire self-control, quick insight, energy and push, also a good supply of personal magnetism. Diamond pins, rings, big gold watches and chains, fast horses and their concomitants, are not indispensable in these times. The crowning qualities of those who are to come *vis-a-vis* with the people—whose dollars and good will we are after—are good character and modest self-respect. With such men in the places indicated, and the associations they would have, there would be much less cutting of rates than now, as a very great proportion of such operations, within the control of the department proper, is owing to incompetency in those who handle the business, to get what they consider a fair proportion

trade on a square deal. A poor line well worked will crowd a good line indifferently handled.

"To win dame Fortune's golden smile,
Assiduous wait upon her,
And gather gear by every wile
That's justified by honor,"

is the admonition. The community require educating in railway affairs; and from none do the people get their ideas of the institution more than those with whom they are in daily contact. How many managers have time or inclination for these detail matters of administration? How many fail, for want of attention to the components of their organization, if they manage to keep within the letter of the regulations? How many can hold the plow and drive a long team at the same time, and do both well?

By how many commanders-in-chief of railway forces is the ticket seller estimated of more consequence than the performer of mere routine duties, of the same (pay-roll) grade?

How many regard his work as mere automatic handing out bits of card-board, and taking in currency and scrip sufficient to cover the marked price thereof?

How many stop to think that the value of those little bits of card or paper depends upon their convertibility into cash, and that it is the rule, rather than the exception, that this process requires the services of a master-mind in all that pertains to the tradesman's art?

On the other hand, what proportion of our ticket sellers or solicitors would be considered eligible, by any average business man in the commercial line, to represent him before the public, and be intrusted with the disposition of his wares?

These are pregnant questions, and hug the matter of maintaining rates, and acting by the square, most closely. But a graver element of demoralization than any yet named, is the commission system, as commonly handled. Whether or not it is an evil, *per se*, is an open question, and probably never will be settled satisfactorily to all. Your speaker is of the opinion that there certainly is nothing in its variance with the exercise of a wise economy, when handled by competent men, but, rather, has many points in its favor. Firstly, very few ticket sellers are paid sufficiently. The salaries allotted to that arm of the service are not generally sufficient to attract or hold the most profitable men to fill such positions. Secondly, the commissions are mutually beneficial: they enable the railways to retain the services of a more competent class of men than they could do, without a direct increase of compensation; and, on the other hand, the agents feel the stimulus of the incentive to make their volume of business as large as possible. Aha! say one, do you pretend to say the aggregate of travel is increased by any such agency? Of course I do. Mankind are as susceptible to external influences in this direction as in any other; and a sharp, popular agent has no more difficulty in working up trade by inciting men to travel, who would not do so otherwise, than the expert dry goods clerk has in

overcoming the scruples of the ladies about the expense of a fine dress pattern in its season; and give him the incentive and he will try; without it he *may*, or he *may not*—ten to one on the latter.

These views are not of recent date, but are the result of long experience and observation; they are not introduced as a sop for popularity among that very useful class of our fellow-laborers, more than what I am about to say is a bid for favor at general headquarters; which is, that the commission business, as it has been done in times past, is an unmitigated fraud upon the innocents, for which both parties to the transaction are at fault. The ticket seller, by allowing his greed to demand, or his simplicity to accept, more than a reasonable amount for the service; and the general ticket or passenger agent who yields to exorbitant demands in this direction, or throws away the money of his constituents in tempting men to that which their better judgment condemns—to gain a little temporary advantage—reaps the reward of other spendthrifts in the end.

It is in the abuses, not in the system itself, that the grounds for its condemnation are found; and therein arises the grief among the participants when the misused bounty is cut short by the outraged constituents. Wherein this matter affects the question of rates vitally, is the practice among the sharp ones of using a portion of their exorbitant commissions in subsidizing people to patronize them, by sharing a portion of their commissions with them.

Another lion in the path, is the too common practice of giving undue attention to through business, at the expense of local traffic, and thus keeping the combative energies all alive. Of course, there are lines dependent greatly, if not entirely, on through business; but these are such as have been constructed to appease popular clamor, for political effect, to swallow some land grant, or for some other speculative end, having no relation to a legitimate business enterprise; or, where they may be built to connect far-distant great business centers, with nothing but the "presence of God" between. But in most cases where this suicidal policy is adopted, it proceeds from such motives as are generally attributed to those who commit *felonem de se*.

It may not be amiss, in passing, to stop to say that to this practice of courting the patronage of strangers, to the neglect of developing and fostering a home business, is greatly attributable the facility with which communists and demagogues have fired the popular heart against railways.

Now, these are some of the obstacles in the way of maintaining good faith in all cases, even if we would. There is no doubt but that there is an abundant scarcity of the qualities which distinguish saints and angels among us; yet, that we are more wicked in these respects than the average of men, I am not willing to admit. Still, there may possibly be found those among us whose ethics are gauged like too many men in the community, who would scorn to do a dishonest act between man and man, but when it comes to a matter where a corporation is a party, or one side, they seem to consider it doing God's service to beat the one which is

popularly supposed to have no soul—but which is really composed of many souls—generally those who do the public the most good.

Herein is sufficient for your consideration in the interim between this and our next meeting. Put these matters in your pipes and smoke them, and they will be better for you than the quantity of tobacco these sheets would hold, if done up in the most artistic manner. These questions are not new to those of us who have had railroad experience enough to fit us to be trusted away from camp without a guard, yet they are profitable to us all to keep ever in mind. Old Hundred, Coronation, Sweet Home, Auld Lang Syne, Dixie, Star-Spangled Banner, are not new, yet, when will they ever become old to us? Of course, an exhaustive array of topics, or an elaborate essay on either, has not been attempted. In these times, it don't pay to stop to prove by force of argument that a man is not a horse, in a paper like this; let it be boldly stated as a fact—any one has a right to challenge it, of course—and if he throws down the gauntlet, the burden of proof is on him.

These obstacles in our path, either singly or combined, do not relieve us from the personal responsibility to do our duty, and, so far as in us lies, maintain good faith, and obey the eighth and ninth articles in the decalogue as inviolate with regard to corporations as with individuals. Where'er our honor grips, let that eye be our border—

" Its slightest touches, instant pause,
Debar a' side pretenses;
And resolutely keep its laws,
Uncaring consequences."

These difficulties are but a trial of our manhood, and we should never shame it by yielding, but, rather, let us take arms against them, and, by opposing, do our best toward ending them, and so wash our hands of any stain therefrom.

In approaching the conclusion of this discursive paper, it is proper to remark that there is no personality in it; it is aimed simply at some of the crudities and abuses of our system. It is not the history of any one's experience, yet it recounts difficulties which all are liable to encounter, and which, at one or another time have, singly or in force, crossed the path of most of the members of the profession.

Farthest from all is any intention to reflect on any management; the writer would not lay a straw in the way of any railway official—they all have enough to overcome from outside pressure. It is a pleasure ever to propose defenses, rather than aggravate in the statement of any fault of any member of the great railway church. There is no assumption of the role of oracle in the affairs of the ranking departments of the service.

The passenger department is apt to be regarded as a free-and-easy branch of the service, and it seemed necessary that some idea should be given of what has been encountered, that our neighbors in and out of the business may take the dimensions of our procrustean bed, and see how they like it. Instead of being a side

cure, it requires brain, culture, experience, and indomitable energy, to handle it successfully. If any one is skeptical on this point, let him take a look at the experiences of the roads where tyros have been intrusted with the running of the machine.

Our dealings are with men, and about men. It is said no man knows the quality of a person until he has traveled with him. It will take the romance out of any rose-colored view of the superiority of man, as an animal, to see him in the role of a querulous passenger, and have to cater to his caprices and confront his selfishness, whenever a corporation is the "party of the second part;" which suggests the idea that our ranks should be recruited from among those who have had practical experience in these matters.

Comrades,

"The fault is not in our stars—
But in ourselves—if—“ we are underlings.”

Hitherto we have not asserted the Godlike in us to the extent demanded by the circumstances, but have too much enacted the part of sounding-board to echo forth the sentiments of others. We have come together, had a good time, as it was called, passed all sorts of resolutions rehearsive of the current platitudes on the subject of public virtue—either as a salve for some past obliquity, or to "circulate at home." After all this was disposed of, then we would address ourselves to the legitimate business of the Association, and find half of those whose prerogative it is to give the ruling rates, absent—gone home, probably, so as to keep their expense vouchers within the limit of their allowance—and after giving as good a guess as possible at what the rates should be, so as to fill out the sheet, the remainder would disperse. It is different now; *the* business of the Association comes *first*, and by the time that is done, the buncombe with which we come charged gets evaporated, and we don't attempt to regulate the policy of ranking departments nearly as much as formerly.

But in those days the Association was in its boyhood, and we were like other boys, not worth as much before the nonsense was out of us as afterward.

Then let us up and be doing in this new departure. Let us show that we have ideas of our own; above all, let us show to the world that railways are not something apart from the life of the world, not antagonistic to any interest therein, but part and parcel of the great commonwealth, and in sympathy with all that tends to the advancement, not only of the material, but moral, interests of all.

Under the influence of thoughts which stir us upward, we shall be on the ascension path. A certain eminent divine once remarked that it had been said that "God's noblest work was an honest man;" he accepted that, but would add, "Man's noblest work was an honest God."

In conclusion: Whether the general railway interest shall reach the mark of its possibilities, depends upon the nature of the organization and character of the

service stipulated for by the constituents thereof. Whenever and wherever competent men—who believe in and deal with an honest God, unity of responsibility in each department, and each given the just credit for its quota of contribution to the general welfare—are combined, there will be fair probability of a realization of what is so earnestly desired in the way of maintaining good faith and working in harmony; and when this is accomplished, may we all be there to see.

REPORT OF COMMITTEE

ON

QUESTION OF LOST OR STOLEN TICKETS.

SEPTEMBER, 1875.

The Committee appointed at meeting held in Cincinnati, March 19th, 1875, to consider the following questions, viz. :

First. Is a railroad company obliged to carry a passenger holding a lost or stolen ticket?

Second. Whether the fact of a passenger being an *innocent holder* affects that obligation, and how?

Third. When one company orders another to dishonor any tickets, upon which company rests the final liability for damages, or costs of litigation, if any result from executing such order?

Beg leave to report that legal opinions have been received from twenty different sources, and are herewith given.

It has been thought inadvisable to give any clue as to the origin of the opinions, and they are therefore simply marked A to T, inclusive, without name or locality.

THOS. L. KIMBALL,
Chairman.

A

First. Is a railroad company obliged to carry a passenger holding a lost or stolen ticket?

Second. Whether the fact of a passenger being an innocent holder affects that obligation, and how?

Third. When one company orders another to dishonor any tickets, upon which company rests the final liability for damages, or costs of litigation, if any result from executing such order?

I have no hesitation in answering the first question in the negative. A ticket purchased from a railroad company becomes the property of the purchaser, and his title to it is not divested by the fact of its having been lost or stolen. Its value

consists in its being the evidence of a contract between him and the company; and although his inability to produce it may suspend the obligation of the company to transport him, yet I cannot see that the mere possession of it by a third person has the effect of investing such third person with the contract rights of the original purchaser, or of creating any contract relation whatever between the former and the company. It is well known, however, that tickets are often sold by railroad companies, not as evidences or tokens of a contract to transport the *individual purchaser*, but as evidences or tokens of the right of any person presenting them to the transportation for which they call; and it may be thought that the presentation of such a ticket imposes upon the company the obligation to transport the person presenting it, irrespective of the mode in which its possession was acquired. But unless such tickets are negotiable, and pass by delivery like bank notes, it seems to me that the transferee can acquire no better title than the person by whom it was transferred, and that when a ticket has been lost or stolen, the finder or the thief cannot invest any one with a better title than his own, which is no title at all. I am not aware of any decision, or of any principle of law, requiring such tickets to be treated as negotiable instruments, in the sense in which bank notes are negotiable, and therefore see no reason to admit any distinction between lost or stolen tickets of this class, and lost or stolen tickets which were originally issued only for the exclusive personal use of the purchaser.

I need scarcely add, that when a ticket is presented which *prima facie* entitles the bearer to the rights of a passenger, it would be in the highest degree impolitic in any conductor to refuse to recognize it, on the ground that it had been lost or stolen, unless he had the most satisfactory evidence that such was really the case.

The second question has been answered in answering the first. Indeed, it has been assumed, in what has been said, that the person presenting the ticket was an *innocent holder*, and in fact an *innocent purchaser*. One who has no better title to a ticket than that of a casual finder, has a worthless title, and it is unnecessary to add that one who steals a railroad ticket does not acquire any interest in it, or in the contract which it represents.

The third question cannot be answered by a simple affirmative or negative.

I understand it to refer to the case of one railroad company having, by contract or arrangement with another company, sold tickets for transportation over the latter's line, and having then instructed the latter company to disregard them. As a matter of law, when one company has been permitted by another to act as its agent in the sale of tickets, the tickets sold must be recognized by the latter company. A contract made by an agent on behalf of a principal cannot be revoked by the agent. In fact, however, it is impossible to suppose that any railroad company would undertake to annul tickets over any other line which it had sold by authority of the company owning the line, and for which the price had been duly paid. If, however, tickets had been fraudulently or improperly obtained, the company issuing them might well instruct the other company to refuse them. Is

the absence of any actual knowledge on the subject, it would be proper for the latter company to assume that such was the cause or occasion of the instruction. The risk of mistake would ultimately have to be borne by the company which sold the tickets, but primarily the company refusing to honor them would be liable to the persons by whom they were presented.

B

In answer to first and second questions, I think the company will be justified in refusing to carry the passenger, if it can bring home to the knowledge of the passenger the fact that the ticket was lost or stolen; but if he is a *bona fide* holder for value, the company will make itself liable by refusing.

The third question may be answered as follows:

Redfield, in his law of railroads, says: "It is held that the contract between the companies, commonly in regard to the divisions of price on the through ticket, constitutes no such partnership as will render each company liable for injury or losses occurring on the whole route. The first company is, in such case, regarded as the agent of the other companies, and the transactions require no different construction from one where the tickets of one company are sold at the stations of the other companies, which is not very uncommon, and would never be regarded in any other light than that of *agency* merely."

The result of this principle of agency is that if the initial company, by negligence, loses a through ticket, it should be responsible for the coupons, severally to the whole line, just as if it had sold the ticket; and if, under such circumstances, the road order the dishonor of a ticket, we think it alone should be responsible for all results.

If, on the other hand, the *agent* exercising the same care about the property of other roads as about its own, *without negligence* on its part, has a ticket stolen, and notifies connecting roads promptly of the theft; and all things necessary for identification, the initial road has thus shifted the onus, save as to its own coupon, and each road must act for itself, as regards its own coupon. A further result would seem to flow from above principle of agency, namely: that as the coupon of each connecting road is but in effect its ticket, sold by initial road as its agent, the journey on a through ticket is not begun over any of connecting roads, by holder merely starting over the initial road on the journey through the whole route; and therefore if he stops at the end of the initial road, and transfers the balance of his through ticket to another holder, the second holder may use it.

We are aware that this opinion contravenes the judgment lately rendered by

Hon. George A. Pearre, in *Baltimore & Ohio Railroad Co. vs. Hilleary*, but submit it respectfully.

The law of *Georgia*, code of 1873, Section 2068, provides that "a common carrier cannot limit his legal liability by any notice given, either by publication or entry on receipts given, or *tickets sold*. He may make an express contract, and will then be governed by it."

Our courts construe this statute with the utmost strictness.

C

First. Is a railroad company obliged to carry a passenger holding a lost or stolen ticket?

Second. Whether the fact of the passenger being an innocent holder affects that obligation, and how?

Third. When one company orders another to dishonor any tickets, upon which company rests the final liability for damages, or costs of litigation, if any result from executing such order?

I.

If a passenger presents a ticket which was stolen from any one by him, the company is not bound to honor it. If the ticket which was stolen was the outstanding valid obligation of the company, a thief cannot transfer a valid title to any person who has knowledge of its unlawful acquisition, and when the larceny can be established as against the passenger, or knowledge of it can be traced through all the vendors and vendees, from the thief to the passenger who presents it, the company is not bound to honor it.

It should be remembered, however, that in dishonoring a ticket upon this ground, the company assumes the burden of proving, in any litigation which may arise, the theft, and, if in the hands of a third person, such knowledge.

When it can be shown that a ticket, or any portion of it, was, before its acquisition by the present holder, used on a passenger train, this burden is not onerous, as such use invests it with the character of a past-due contract, and charges the vendee with notice of the character of the title.

II.

The second question, when considered with regard to ordinary tickets, is not free from difficulty. I have found no direct adjudications in any court of last

resort. Loose remarks and dicta of courts, however, serve somewhat to develop the tendency of the judicial mind to apply to railway tickets the rules of the law merchant relating to commercial paper.

A glance, however, at the character of such tickets shows that they cannot be classed with such instruments. Negotiable bills and notes are payable in money. No promise to pay a certain sum in property or personal service, has ever been treated as a negotiable instrument within the meaning of the law merchant. A railroad ticket is not a promise to pay money, but is an agreement to render service by the transportation of the holder of the same between places named thereon. While this difference between a ticket and a negotiable note or bill is manifest and material, it does not follow that the ticket is valid only in the hands of the party to whom it was delivered by the agent of the company. Such a rule would defeat, in a great degree, one of the purposes of the use of such tickets—the convenience of the passenger in securing evidence of his right to transportation. The purchase of such tickets at the office of a railway company by persons who do not intend to use them, as a matter of convenience for those who do, is of daily occurrence. Ladies and children who contemplate journeys are frequently furnished with tickets by those who purchase them at the ticket office for the purpose of saving them annoyance and inconvenience, and the courts will recognize the validity of such tickets in the hands of the holder.

Again, if considered as commercial paper, it is payable on demand, unless it discloses the intention of the parties that payment shall be delayed until some future time. Such intention is not ordinarily discoverable on the face of such tickets. This increases the difficulty of settling the question upon analogies to the law merchant. The ordinary railroad ticket cannot be regarded as a negotiable bill or note, without a material modification of the conditions which distinguish such instruments; nevertheless, courts will consider common custom to have its influence in the decision of questions arising from their transfer. For example: It is held by the Supreme Court of the United States, in *Murray vs. Lardner* (2 Wallace, 110), that coupon bonds, of the ordinary kind, payable to bearer, pass by delivery, and a purchaser of them, in good faith, is unaffected by want of title in the vendor.

It is declared in this case, as in *Goodman vs. Simonds* (20 Howard, 343), that this principle is essential to the very existence of commerce. Said the Court in the first-mentioned case:

"These securities are found in the channels of commerce everywhere, and their volume is constantly increasing. They represent a large part of the wealth of the commercial world. The interest of the community at large in the subject is deep-rooted and wide-branching. It ramifies in every direction, and its fruits enter daily into the affairs of persons in all conditions of life."

This language cannot be applied to railway tickets without essential modifications. The traveling public would be affected by the establishment of any rule upon the subject; but it cannot be said that the negotiability of these tickets, as

bills or notes are transferred, is essential to the transactions of commerce. It is true that a traffic in them has grown up, but this traffic is attended with frauds upon the transportation companies of the country, which fully balance all the conveniences it affords to the traveling public; and its further development is not demanded by the exigencies of commerce in such degree as to warrant the declaration of principles which have never obtained a place in the law merchant, as to non-negotiable paper.

The conclusion to which the courts will arrive, in the determination of many of the questions arising out of this new traffic, must remain, to some extent, a matter of conjecture. The presumption that the law is known to every citizen, cannot have the effect to make certain any opinion which may be expressed in advance of judicial decision. The custom of the companies issuing these tickets, and the well-known understanding with which they are received by the public, must have great weight in the consideration of the rights of all the parties affected; and it is impossible to estimate the influence they may have upon a final decision. I can only say, now, that I believe that the courts will hold that a railroad ticket is transferrable by delivery at any time before being used on a train; that it cannot be regarded as a dishonored contract until after such use; and that a purchaser, prior to such use, is not affected by want of title in the vendor from whom he received it; that a purchaser, after such use, is charged with notice of defects in the vendor's title, and can assert only the rights of such vendor.

This is but a general statement of the laws, as applicable to ordinary tickets. If these rules shall be finally established, they will, of course, be subject to a modified application to the great variety of cases which will arise, each with its peculiar facts.

It has already been settled, by repeated adjudications of the courts, that when a party holding a ticket entitling him to transportation between the points named thereon, enters a passenger car of the company by which it was issued, and commences his journey, he must complete the journey then commenced without delays by the way; that the ticket cannot be used upon one train for a part of the distance, and upon another for the remainder, without the consent of the company.

A different rule, however, has obtained as to what are termed through tickets, extending over several lines constituting one route. The holder of such a ticket may stop at the end of each line for a reasonable time before resuming his journey upon the next.

A through ticket is issued, however, to one person, and is evidence that the holder thereof is entitled to transportation over the several lines whose coupons compose the ticket, from the point of starting to the point of destination; and when used upon any of the lines by the holder, it is valid in his hands over the entire route, but is not transferrable to another person without the consent of the companies issuing it. The contract is to carry the person holding the ticket the entire distance, and not to carry different persons who may, from time to time, present it

over different portions of this distance. While each coupon is regarded as a contract between the company named therein and the passenger, the agreement that all the coupons shall be used by but one person over the entire route, is one of the inducements to the arrangement entered into by all of the parties.

Whether this be so or not, the purchaser of such coupons must be held to take them with notice of the rights of the holder, and, if stolen after such use, the companies may refuse to honor them.

The difficulty, however, of establishing the fact that a coupon presented upon one line was a part of a continuous ticket, one of the coupons of which has been used upon another line, as well as the difficulty of establishing the fact that such coupons have been stolen, or improperly obtained, has compelled transportation companies to submit to innumerable frauds, when such submission was the alternative of assuming the burden of proving facts of which it was almost impossible for them to have actual knowledge, when it was necessary to decide as to the course to be pursued. So common have the frauds become, that their frequency is sometimes urged as a reason why the law should not afford companies protection against them.

As to tickets which have been stolen from the ticket office of a company and placed in circulation, I suggest that, when they are left in such condition that manual transfer only is necessary to set them afloat as apparently valid tickets, a court would not be disposed to award to a company protection as against a *bona fide* holder, which would not be given to any other lawful holder who had been deprived of the possession by a felonious act.

When, however, tickets are left in the office in such condition that an examination of them would disclose to the purchaser that they are not complete tickets, and forgery, by affixing a signature or the impression of a stamp, is necessary to give them the appearance of valid tickets, even an innocent holder would not be protected. The courts will, probably, exact of companies such precautions as can be adopted by refraining from keeping tickets completely executed in places where they may be reached by burglars and transferred to innocent purchasers. No company, or individual, can protect itself, however, against forgery. It is safe to assume that the innocent holder of a stolen ticket, complete in form and execution when taken from the office of a company, will be protected; while it will be held otherwise as to tickets stolen in an incomplete form, and made saleable only by the doing of some act which is equivalent to forgery.

III.

As already remarked, coupon tickets are not regarded as the joint contracts of the several companies owning the several lines comprised in the through route, but as several separate agreements by each company with the passenger, the company issuing the continuous ticket acting as the agent for all the others.

opportunity to examine authorities as to matters discussed, and can only give you my impressions, without that consideration I would like to have given the subject.

I fully concur with the answer in C to the first question. Also concur in the answer to the second question, with the suggestions in D in connection therewith, and with the further suggestion that, in my opinion, through coupon tickets over several lines, such as are in general use (where there is no contract to the contrary), would be the several tickets of each road; and the coupon of each road would entitle the holder thereof to one continuous trip over the road, even though he may not be the person who used the coupon over the first road. I think the practice of most of the roads has been to recognize such coupons as good, making no inquiry whether the person presenting it commenced the journey indicated by the heading of the ticket. I think the roads might make it a condition of the coupon ticket that it would only be good to the person commencing the trip.

I concur with the answer in C to the third question, subject to this suggestion: that the road having the sale of the ticket, as agent, would be responsible for the truth of its statement of facts to its principal upon which it requests the principal to dishonor the coupons. And that the principal might assume such statement of facts to be true, and act upon it, only holding the agent liable for any damages the principal might sustain by reason of said statement of facts being untrue.

F

"*First.* Is a railroad company obliged to carry a passenger holding a lost or stolen ticket?"

"*Second.* Whether the fact of a passenger being an *innocent holder* affects that obligation, and how?"

"*Third.* When one company orders another to dishonor any tickets, upon which company rests the final liability for damages, or costs of litigation, if any result from executing such order?"

First. I should say, in answer to the first interrogatory, that the road's obligations would be determined largely by the circumstances in each case.

The possession and presentation of a ticket for passage is *prima facie* evidence that the holder thereof is the rightful owner of the same, and entitled to transportation. But if the railroad company has absolute proof, or sufficient evidence to destroy or overthrow the *prima facie* evidence of *bona fide* ownership, then it might with safety refuse to carry the holder of the ticket.

Second. But if a passenger holds a ticket which has been either lost or stolen, and has come into possession of the same innocently, and in good faith, the railroad company is obliged to accept the ticket and carry the passenger. The law will impose no burden upon the *innocent holder*. But the burden must rest upon the road, or the individual losing the ticket, or from whom the same may have been stolen. They will be presumed to have been negligent in losing or allowing the ticket to be stolen, and must bear the burden.

Third. The company ordering another to dishonor any ticket, must become liable for all damages or costs of litigation. If the company directed to dishonor the ticket acts merely in accordance with the orders, the company issuing the orders becomes the principal in all the acts, and the company obeying or carrying out the orders the agent. The rule is well settled that the principal is liable for the acts of the agent, when the latter acts strictly within the line of his employment.

The foregoing touches but briefly the points of your inquiry, and, but for lack of time, I should have been pleased to have touched some points which the same suggest.

G

1. In my opinion a railroad company is bound, *prima facie*, to carry a passenger holding a ticket that has been lost or stolen. A railroad ticket is governed, in reference to the question of ownership, by the same rules that regulate commercial paper. It passes by delivery, and the only question to be considered is, whether or no it is in the hands of an innocent purchaser. If the holder obtains it innocently, he is protected, no matter whether it has been lost or stolen. And every person in possession of a ticket is entitled to the benefit of the presumption of his innocence. If, when such a ticket was presented, the conductor had satisfactory evidence that a person presenting a ticket had found it, or had stolen it, or had obtained it knowing it to have been found or stolen, he would be justified in refusing it. Yet this would be a hazardous step, unless the evidence was clear and satisfactory. My opinion, therefore, may be thus stated in brief: that the innocent holder of a lost or stolen ticket is entitled to ride upon it; but if he is not an innocent holder, he is not. And this answers your first and second questions.

2. If a company orders another company to dishonor a ticket, for any cause, the last company is liable, in the first instance, to the person presenting the ticket, if he was an innocent holder, and had the right to ride upon it; but the company giving the order is ultimately liable to the one executing it for whatever damages may be thereby incurred. The last company becomes the mere agent of the first in executing its orders.

I gave you an opinion a year or so ago covering the first of these views, and I think both of them are sustained by the best authorities.

H

First. Is a railroad company obliged to carry a passenger holding a lost or stolen ticket?

Second. Whether the fact of a passenger being an innocent holder affects that obligation, and how?

Third. When one company orders another to dishonor any tickets, upon which company rests the final liability for damages, or costs of litigation, if any result from executing such order?

I answer: First. A railroad ticket in the usual form, and complete in all respects, and ready for use, is in contemplation of law a negotiable instrument, possessing the incidents of negotiability that usually attach to bank or other like paper. The title to such instruments passes simply by delivery. Hence, such ticket, in the hands of an innocent holder, is good, and the holder thereof has a property in it, and will by law be protected in the proper and legitimate use of it.

Secondly. The sale of coupon tickets (under the usual arrangements between companies) to carry passengers over other roads under separate and distinct management, in law constitutes the company selling such tickets, the agent of the company for whose road the tickets are sold. Hence, the expense of litigation and damages resulting from the dishonor of such tickets in the hands of innocent holders, will fall on the company for whose road such tickets were issued.

The question, as I understand you, is this: Suppose the C., B. & Q. Railroad issue to their agents, to put on sale, tickets over connecting lines to San Francisco, and some of those tickets are stolen. The C., B. & Q. Company notify the companies for whose roads such tickets were sold (say U. P. and C. P.) not to honor them, because they were lost or stolen.

They are dishonored; costs ensue, etc. Which company must pay? In a case of this kind, the C., B. & Q. Company in the sale of the tickets (coupon tickets, I suppose) simply acts as the agent of the companies for whose roads such tickets are regularly issued, and are lost or stolen, and pass into the hands of innocent holders, and are dishonored by order of the C., B. & Q. Company. Unless there is some agreement or understanding, or agreement to the contrary, the company *dishonoring* and taking up the ticket must pay the costs and damages that may ensue, for the reason that the C., B. & Q., having acted as the agent for the sale of such tickets, has no legal right to require their dishonor by the other com-

panies, and if it issues such an order, the other companies are not bound to obey it, and if they (the other companies) do obey it, they must pay costs and damages resulting therefrom.

I understand the rule of law to be this: That a railroad conductor is bound to receive the ticket from the passenger when tendered in payment of passage, unless the conductor has actual knowledge that the ticket was stolen or lost, and that the one who offers it to him is not an innocent holder thereof for value. Hence it is that a railroad company issuing these tickets has no legal right to require the road for which they were issued to dishonor them, and the road that does dishonor them must pay costs and damages if any ensue.

I

The following questions are propounded for an opinion:

First. Is a railroad company obliged to carry a passenger holding a lost or stolen ticket?

Second. Whether the fact of a passenger being an innocent holder affects that obligation, and how?

Third. When one company orders another to dishonor any tickets, upon which company rests the final liability for damages, or costs of litigation, if any result from executing such order?

The first two questions involve the same principle, and depend for their solution on the character of the contract of carriage of a passenger by a railroad company, and on the nature of the ticket by which that contract is evidenced.

Moreover, a question so broadly presented can be answered only in general terms; such a question, to be capable of an exact answer, should state the exact terms of the ticket stolen, and the State where it was issued—that is, where the contract of carriage was made between the company and the traveler.

If the contract is essentially one for the sale of a ticket, and the ticket is a negotiable instrument, transferable by mere delivery, like a promissory note payable to bearer, then an innocent holder of the ticket, though it be one lost or stolen after issue, is entitled to have it honored, just as the innocent holder of a stolen promissory note, payable to bearer, is entitled to payment.

This is the theory of the contract of passenger carriage adopted by scalpers, ticket dealers, and in practice to a large extent by the general public.

If, on the other hand, the contract is one essentially for carriage of the party contracting with the railroad company, and the ticket is a mere token issued to

prove to the company's agents that such a contract has been entered into, then the contract, being one for a personal service, is not transferable at all.

We consider that it depends on the form of the ticket sold whether the particular transaction amounts to a contract of carriage only, or is a sale of a negotiable instrument.

According to the common law of England, no contract, or technically no chose in action, was assignable at all (except only by the law merchant bills of exchange and promissory notes only), and the contract of carriage, like all others for personal service, could only be enforced by the actual person with whom the carrier contracted.

To what extent the common law has been modified, either in respect to the general principles regulating the assignment of choses in action, or in respect to the particular contract for carriage of a railroad passenger, of which we now treat, can only be decided by reference to the jurisprudence of the particular State where the contract of carriage was made and the ticket issued.

It is too much the fashion—a fashion carefully fostered for obvious purposes by compilers of law books and legal booksellers—to assume that there is a general body or *corpus* of jurisprudence as to railroads, prevalent throughout the United States. Such is far from being the case. There are really as many bodies of railroad laws as there are States, each having its own jurisprudence on the subject, partly statutory, partly arising from decisions, or, as a disciple of Bentham would say, judge-made. It is possible to say, with more or less degree of certainty, what is the law on any particular question in New York, Massachusetts or Pennsylvania; possibly to say so with a lesser degree of certainty only in Missouri, and still less in Kansas, because the volume of the judge-made law in each of the latter States is still comparatively small, and leaves many points still open to judicial interpretation.

Hence the obvious necessity that any question as to a lost or stolen ticket should specify the place of issue, and thus narrow the inquiry to the law only of that particular State.

Another question, which is of the most difficult character also, underlies this whole subject: that is, whether the terms printed on a ticket form a part of the contract. If the ticket is a mere token that a contract has been made, then nothing printed on it is a part of the contract, that being complete before the ticket is issued. On the other hand, if the terms printed on the ticket are a part of the contract, then the first inquiry in every case will relate to the exact form and terms of the ticket itself.

The decisions bearing on this question are not numerous, and are utterly irreconcilable. The view expressed by us is supported by a recent decision of the House of Lords (*Henderson vs. Stevenson*, June 1, 1874), and is in accordance with the following cases: *Elmore vs. Sands*, 54 N. Y., 512; *Rawson vs. Pennsyl-*

vania R. R. Co., 48 N. Y., 212; Quimby vs. Vanderbilt, 17 N. Y., 306; Van Buskerk vs. Roberts, 31 N. Y., 661; Nevins vs. Bay State Steamboat Co., 4 Bosworth, 225; Brown vs. Eastern Railroad R. R. Co., 11 Cushing, 97; Prentice vs. Decker, 49 Barb., 21.

Our opinion, so far as any opinion can be given on queries stated in such general terms, is as follows:

1. That an ordinary contract for carriage of a passenger is not assignable at all, and inures only to the benefit of the traveler with whom it is made, and that a ticket merely indicating date, route, etc., is a mere token, and not a contract, and valueless to every one but the original purchaser.

2. But that a ticket specifying that it entitles the *bearer* to travel is, in the fullest sense, a negotiable instrument.

3. Although the ticket is negotiable generally, it is not negotiable unless regularly issued, nor in parts, after performance has once commenced; the negotiability in the case of a coupon ticket begins when it is issued, and ends when it is first presented and performance claimed by the bearer. Hence, coupon tickets made available to bearer, stolen and sold after a regular issue, but before being used, are good; but when stolen before issued, or when partly used, are not good. Thus, tickets available to bearer, lost or stolen from the ticket case, or lost by or stolen from a traveler after one or more coupons are detached, may be safely repudiated. When lost or stolen, however, after a regular issue, and before any coupon is detached, they cannot be safely repudiated.

4. The terms printed on an ordinary ticket are not binding on the purchaser, nor are they any part of the contract, as such, though they will be, if the usage of the company to issue tickets in such form, or the particular terms of the ticket in question can be brought home to the knowledge of the passenger. The contract between the original parties is regulated either by the usage of the company when known to the traveler—and it will be conclusively presumed to be known to the traveler, when shown by the published regulations of the common carrier, because it is the duty of the traveler to consult them (*Dietrich vs. Pennsylvania Railroad Co.*, 71 Penn., 43)—or by an express contract signed by the traveler, which may be shown either by his signature, indorsed upon the ticket itself at the time of purchase (*but not afterwards*), or by a previous written application.

5. If, however, the company chooses to issue a negotiable ticket, the ticket itself will express the terms of the contract, and so far as it does not show such terms, they will be regulated by the usage of the company's business, and the law of the place of issue, of all which the purchaser of a negotiable ticket has to take notice. But a negotiable ticket will not, in the hands of a third person, be affected by the terms of a special contract signed by the original purchaser, because such a special contract is inconsistent with the negotiable character which the company issuing the ticket voluntarily gives to it.

As practical deductions from the principles laid down, it follows:

1. That every railroad company should print and publish regulations of its passenger traffic, specifying the terms on which it accepts passengers for transportation.

2. That all tickets should profess to entitle *the purchaser*, not the bearer, to travel; should state that they are not transferable, and that they are issued subject to the published regulations of the company; and when the prevention of traffic in such tickets is sufficiently to be feared to make extra precautions desirable, each ticket should bear the name of the purchaser.

3. That in case of coupon tickets, each coupon should state that it is issued subject to the regulations of the company over whose road it is good, and not to the regulations of the issuing company merely.

4. And when tickets of a peculiar description are issued, not provided for by general regulations, they should be issued only on an application signed by the purchaser, or should bear an acceptance of their terms, signed at the time of issue by the purchaser in the presence of the ticket clerk. It appears to us, however, that if proper general regulations are once framed, this would be rarely necessary.

Every passenger agent should insist on coupons issued by other roads for travel over his road being issued in a form prescribed by himself, and not in the uniform skeleton form usually adopted.

In this respect the livrets, or little books of consecutive pages, used in Europe, are much superior to the form of coupon ticket used here, as they enable each company to give full information as to their regulations.

The following authorities throw more or less light on the topics to which we have alluded:

Marony vs. Old Colony R. R. Co., 106 Mass., 153; Hamilton vs. New York Central R. R. Co., 51 N. Y., 100; Walker vs. Dry Dock, etc., R. R. Co., 33 How. P. N. Y., 327; Brooks vs. Grand Trunk R. R. Co., 15 Mich., 332; Knight vs. Portland, Saco & Portsmouth R. R. Co., 56 Me., 234; Milnor vs. N. Y. & N. H. R. R. Co., 4 Daly N. Y., 355; Dietrich vs. Pennsylvania R. R. Co., 71 Penn., 432; Northern R. R. Co. vs. Page, 22 Barb. N. Y., 130; Barker vs. Coffin, 31 Barb. N. Y., 556; Elmore vs. Sands, 54 N. Y., 512; Boice vs. Hudson River R. R. Co., 61 Barb. N. Y., 611; Boston & Lowell R. R. Co. vs. Proctor, 1 Allen, 267; Pier vs. Finch, 24 Barb. N. Y., 514; Dryden vs. Grand Trunk R. R. Co., 60 Me., 512; Redfield on Railways, vol. 2, p. 410; Nashville, etc., R. R. Co. vs. Sprayberry, 1 C. L. J., 541; Hartan vs. Eastern R. R. Co., 1 C. L. J., 423; Terre Haute, etc., R. R. Co. vs. Fitzgerald, 47 Ind., 79.

As to the present condition of the English decisions, see 2 C. L. J., 460.

With regard to the third question, it must be remarked that a precise answer cannot be given to a question thus framed. It is well settled, that in the issue of

coupon tickets the issuing company is the agent of each road over whose road it sells a coupon, and that the latter road is the principal. *Nashville R. R. Co. vs. Sprayberry*, 1 Central L. J., 541; *Milnor vs. New York & New Haven R. R. Co.*, 4 Daly, 355; *Straiton vs. N. Y. & N. H. R. R. Co.*, E. D. Smith, 184; *Schopman vs. Boston & Worcester R. R. Co.*, 9 Cushing, 24; *Brooks vs. Grand Trunk R. R. Co.*, 15 Mich., 332; *Knight vs. P. S. & P. R. Co.*, 56 Me., 234.

Hence, the road issuing the coupon cannot *order* the former, its principal, to dishonor the coupon; it can only notify the former that the coupon is lost or stolen, as the case may be, and perhaps also notify the principal road that it (the agent road) will not be debited with the price of coupons, as to which such notice was given.

It is by no means clear that the company dishonoring a coupon at the request of another has any redress for damages that may arise. To make out such a case it would be necessary to allege a breach of duty, or some negligence on the part of the agent (issuing company) towards its principal (the carrying company). Where the facts are equally within the knowledge of both, the principal, not the agent, takes the risk.

The nature of the contract between the issuing and the carrying road in the particular case must be clearly defined before the question can be solved; it must be settled what authority is given to the issuing company, and what obligations it incurs to the carrying company for the custody of the tickets, their form, etc.

It appears to us that no company should allow coupons over its road to be sold by another company without express authority, which should be given by a circular of instructions, the terms of which would, by the issuing company acting upon it and selling coupons, under the authority thus given, become part of the contract of agency between the parties. One of these terms should be that all tickets issued by the agent road, and collected, should be debited to it, unless express notice to dishonor any ticket was given, and then that the issuing road should indemnify the carrying road for obeying such notice.

We may further remark, that the practice of taking up tickets ordered to be dishonored is an objectionable one, and that this course should never be adopted without an indemnity from the company or person directing it. The proper, and as a rule the safer, course, is for the conductor to refuse the ticket and collect fare, leaving the passenger to do what he likes with his ticket, but marking on it "refused, as stolen," or whatever the fact may be.

Tickets stolen from a traveler should, in the absence of special circumstances, be taken up only on a proper indemnity being given by the loser; the best course is for the matter to be left with the police authorities, who, by arresting the holder, relieve the company dishonoring the tickets of any civil liability; or let the traveler replevy the ticket himself.

When the authority of one company to issue coupon tickets over the road of

another is rescinded, special care should be taken to preserve evidence of the service on the issuing road of the notice to that effect, or serious liabilities might arise towards passengers holding such tickets, if they were dishonored, and the determination of the agency previous to the issue not clearly proved.

From the above remarks it will be readily seen that we consider the question put, and the discussion of the abstract principles they involve, as not of much practical value: what is desirable, is, the adoption by ticket agents of forms of regulations of passenger business, of single and of coupon tickets, and of instructions as to issue of the latter, which will express the rights and obligations of the companies, as well between themselves as towards the public, in clear and unmistakable terms.

J

First. Is a railroad company compelled to carry a passenger holding a lost or stolen ticket?

Second. Whether the fact of a passenger being an innocent holder affects that obligation, and how?

Third. When one company orders another to dishonor any tickets, upon which company rests the final liability for damages, or costs of litigation, if any result from executing such order?

I answer the first question in the negative. The finding of a lost ticket vests no title in the finder, nor does the stealing of a ticket vest title in the thief; and a company knowingly permitting the use of such ticket by the finder or the thief, would still be bound to transport the owner according to the terms of the ticket, or to refund him the price of it.

To the second question, I reply that the *bona fide* or "innocent holder," for a valuable consideration, of a lost or stolen ticket, has a legal right to use it; and a company permitting its use by such holder will not be responsible to the original owner. I base this opinion upon the assumption that ordinary railroad tickets pass by delivery; and if this be correct, it is readily seen that a party might become the holder, in *good faith*, of a ticket that has been lost or stolen, and being such holder, he has a right to use it, and this right necessarily implies the obligation of the company to permit its use.

I have used the term *bona fide* holder, taking it for granted that there is in the nature of railroad tickets, or the circumstances under which they are usually issued, nothing that forbids the conclusion that there may be a *bona fide* holder of a stolen or lost ticket.

In regard to the third question, my opinion is that the company ordering the dishonor should be held responsible for the damage resulting to the company obeying the order. But if the order be to violate the law, or to commit an offense, the company enforcing the order by the commission of the offense, could not, by law, compel the other company to pay the damages. There is no contribution among wrong-doers, nor can a wrong-doer obtain, by law, indemnity from one at whose instance he committed the wrong.

But if one of several companies, over whose lines through tickets are used, order another of the companies to dishonor a ticket which it has issued, and the order be obeyed in good faith, or under a fair conviction that the order ought to be obeyed, and no excess or unnecessary force be used in carrying out the order, then, I think, the company giving the order could be compelled to pay the damages legitimately incurred by the other company.

I believe I have fully answered the questions, but if not, I will, if shown wherein I have not, if so desired.

K

A railroad ticket, in its usual form, is a contract to carry the *bearer*. Any doubts which might once have been raised as to this interpretation must now yield to the well-established custom of transferring the contract of carriage by simply delivering the ticket. Usage makes law; and as the custom prevails as to almost all kinds of tickets issued (commutation and other reduced rate tickets excepted), it matters little whether the ticket contains an express agreement to carry the holder, or such words as "Good for one first class passage," or is merely made up with the name of the road over which it purports to secure passage, with the terminal points of the route on that line. In my opinion, all these tickets are negotiable in law, and pass by delivery.

I do not refer to decisions of courts because, so far as I have been able to see, this precise question has never been raised; but many decisions have been rendered plainly pointing to this conclusion.

It follows, then, that railroad tickets, like railroad, government, city or corporation coupon bonds payable to bearer, are essentially salable; and a *bona fide* purchaser becomes entitled to all the rights of ownership, although he may derive his title through a mere finder, or a thief. Of course, the true owner, the loser of the ticket or bond, is entirely divested by a *bona fide* sale of the same; but as against the thief or finder, his title is good, and he can recover the written evidence of the contract. In cases where the tickets are stolen from the office where they are kept for sale, it is necessary to distinguish between those tickets where all stamps and

signatures have been affixed necessary to give them validity, and those where some one or more of these is lacking. In the former case, a *bona fide* purchaser acquires full rights, but in the latter case, whether it be a ticket blank unsigned or unsealed (which is in law absolutely nothing), or one where the seal or signature has been fraudulently imitated (which is forgery), even the *bona fide* purchaser acquires no rights, and the railroad management is in no wise bound to honor it. With this distinction in mind, lost or stolen tickets are good in the hands of *bona fide* purchasers only.

The refusal to honor a ticket purporting to secure passage over a road, involves either the collection of other fare or expulsion from the cars. Where one having the right to travel on a ticket is expelled from the cars for failure to pay other fare, it is an assault, and he can recover damages from the management of the road by whose servants the assault is committed. It is no defense to such an assault that it was in consequence of a request by another company, nor is the company mulcted for the assault entitled to any indemnity for the damages paid from the company at whose request it was done, unless it should be the case that the company or other person requesting the dishonor of the ticket was the agent by whom the ticket purported to have been issued. In this case, the damages may be recovered back in the settlement of the agency account, the ground of the recovery not being the request to commit the tort, but the unfaithful and unskillful management of the agency, in consequence of which the principal suffered loss.

I hope this opinion will be found to answer the purpose of your interrogatories.

L

As to the questions submitted to me, there is a total lack of direct adjudication; but I do not think there is any special difficulty on principle.

First. Tickets combine the character of receipts for money and contracts for transportation. As contracts, they are very brief, and may not express the whole contract, but so far as it does express any terms, they are a part of the contract: 17 N. Y., 313; 15 Mich., 337; 1 Allen, 267.

They pass by *delivery*, and when *once* sold may be good in the hands of any holder—that is, good in the same way, and to the same extent, as it would be in the hands of the original purchaser.

But they are not *negotiable*, and therefore do not have the special attributes of commercial paper.

Second. It follows from this that all the rights of a ticket holder rest upon the contract made with the railroad company, by its purchase from them.

When the ticket has been stolen or lost by the company, and found by a stranger, no contract has been made by the company, and no rights can arise under the ticket.

Third. An innocent, *bona fide* holder—that is, one who has bought a lost or stolen ticket without notice, is in no better position than any one else. As I have already said, a ticket is not commercial paper, and is not negotiable. The holder can never have any greater rights than the thief or finder from whom it started.

Fourth. The third question submitted cannot, perhaps, be answered as a single proposition. I shall now undertake to answer only one point, which may be the one you have in view :

If a company authorized to sell tickets over the road of another company shall notify the latter that a ticket has been illegally obtained (as lost or stolen), and request that the same shall be repudiated, if offered, and it shall afterward turn out that the ticket was valid, and the latter company should be held in damages, I am of opinion that the former company would be liable to the latter company for such damages.

M

To the *First* question, viz. :

Is a railroad company obliged to carry a passenger holding a lost or stolen ticket?

To this we answer, No. But the onus of proving that such ticket is a lost or stolen ticket would devolve upon the railroad company; the production of the ticket would, we think, *prima facie*, prove the holder entitled to his passage.

Second. Whether the fact of a passenger being an *innocent holder* affects that obligation, and how?

To this we answer, No. Whoever purchases a ticket from other than the authorized agent of the company, does so at his peril—the doctrine of *caveat emptor* applies in full force—the purchaser must look to his title. We do not conceive that a purchaser can be an *innocent holder*, in the true legal sense of that term, of such a ticket. Every person is charged with knowledge of the law; and every person purchasing a ticket from other than an authorized agent of the company, does so at his peril, and with a full knowledge that if his vendor is not the legal owner of the ticket, he (the purchaser) acquires no rights under it—hence, assuming that *lost or stolen* tickets are only obtained from other than authorized agents, we hold that every holder of such a ticket takes it with full knowledge that if it is a lost or stolen ticket, he has acquired no rights by its purchase.

Hamilton vs. N. Y. C. R. R., 51 N. Y., 100 (1872). "This check forfeited if detached."

Elmore vs. Sands, 54 N. Y., 512 (1874). "Good for this day only."

Barker vs. Coffin, 31 Barb., 556. "Good for a seat in a first class car, to be used within three days from date. Good for a continuous trip only."

Boice vs. H. R. R. Co., 61 Barb., 611 (1872). "Good for this day."

Ripley vs. N. J. R. R. & T. Co., 2 Vroom, N. J., 388. All the conditions on a commutation ticket.

State vs. Overton, 4 Zabriskie, N. J., 435. "Newark to Morristown."

Oil Creek & A. R. R. vs. Clark, 72 Penn., 231 (1872). A similar case to the last.

Rawson vs. Penn. Railroad Co., 48 N. Y., 202.

In this case a notice printed on a ticket restricting liability for baggage, was held not to be a part of the contract, because the passenger "did not know of it, and was not legally chargeable with knowledge of it, under the circumstances of the case." The learned Judge adds that, "If the railroad agent had called plaintiff's attention to this language when he sold the ticket and took her money, or if it had been shown that she knew of this language when she paid her money and took the ticket, the law would presume that she assented to the terms therein expressed." To be thoroughly consistent with the foregoing cases, the learned Judge should have added, that the plaintiff would have been equally bound by the notice had she had any reasonable *opportunity* to read it before checking her baggage.

The case of Blossom vs. Dodd, 43 N. Y., 264, though turning on the question as to whether a notice printed on an express receipt formed part of the contract, exemplifies well under what circumstances such notice, or a notice on a railway ticket, would not become part of the contract of carriage.

The facts of this case were as follows:

On the 17th of October, 1866, the plaintiff was a passenger on a train of cars which was proceeding to New York on the New Jersey Central Railroad. When the train was nearly at the end of its route, and between the hours of ten and eleven o'clock in the evening, a messenger of Dodd's Express entered the car and inquired of him if he had any baggage to be delivered.

The plaintiff thereupon handed to the messenger two railroad baggage checks, one of which was for a gun-case containing a gun, and the other for a valise containing wearing apparel and other articles. The messenger entered the numbers of checks in pencil upon a card or receipt, of which the following is a copy, omitting the advertisement in large type at the top of the paper:

Received of M.....	DODD'S EXPRESS, { N. J. R. R. Depot, Pier 13, N. R., No. 944 Broadway, N. Y.	READ THIS RECEIPT.	
	Articles or Checks numbered as below.		FOR DODD'S EXPRESS
	<p>It is mutually agreed, and is part of the consideration of the contract, that Dodd's Express shall not be liable for merchandise or jewelry contained in baggage, nor for loss by fire, nor for an amount exceeding ONE HUNDRED DOLLARS upon any article, unless specially agreed for in writing on the receipt, and the extra risk paid therefor; nor for baggage to Railroad, Steamboat or Steamship lines, after the same has been left at the usual place of delivery to such lines; and the owner hereby agrees that Dodd's Express shall be liable only as above; and it is further agreed that said Express shall not be liable for loss or damage, unless the claims therefor be made in writing, at their principal office, with this receipt annexed, within thirty days thereafter.</p>		

At the time the cars were running rapidly, the lights were mostly out, and the car in which the plaintiff was, was nearly dark, but there was one light at the end.

This light was insufficient to enable the plaintiff to read the printed matter at the place where he sat, and he did not read it.

The valise was not delivered. The plaintiff sued for its value, and the answer of the defendants set up the special notice printed on the receipt. The learned Chief Justice of the New York Court of Appeals says:

"The circumstances under which the paper was received repel the idea of a contract. No such intimation was made to the plaintiff. He did not, and could not if he had tried, read it in his seat. It is found that he might have read it at the end of the car, or by the lights on the pier, or on the ferry-boat, and it is claimed that he should have done so, and if dissatisfied should have expressed dissent. If he had done so, and in the bustle and confusion incident to such occasions, could have found the messenger and demanded his baggage, the latter might have claimed that the contract was completed, and he had a right to perform it and receive the compensation. * * *

"My conclusion is that no contract was proved.

"1. Because it was obscurely printed.

"2. Because the nature of the transaction was not such as necessarily charged the plaintiff with knowledge that the paper contained the contract.

"3. Because the circumstances attending the delivery of the card repel the idea that the plaintiff had such knowledge, or assented in fact to the terms of the alleged contract."

The contract between the railroad carrier and the passenger is, therefore, usually made by the payment of fare to an agent of the company, on terms actually or impliedly known to the parties, and which terms constitute the contract of carriage. The passenger usually receives a "ticket," which is an instrument not used by the driver of the coach, and will be now considered.

Just as the contract for carriage is not usually made by the railroad carrier in the same way as by the driver of the coach, and for the same reasons, it is not executed in the same manner. In the case of the coach, the same person makes and executes the contract on the part of the carrier. In the case of the railroad, one agent makes and another agent executes the contract. In the case of the coach, the one who executes the contract personally knows the passenger entitled to its benefits. In the case of the railroad he does not. Hence the need of some token to indicate to the executing agent, usually the conductor, who is the person entitled to the benefits of a contract made usually through the ticket agent. This token is usually a ticket, and a ticket in its primary use was simply a token, indicating to the conductor the person of the contractor for carriage. It is still a token, but, as we shall see, is usually something more. In its function of "token," a ticket might be a piece of card-board or metal, and the points of departure and destination might be indicated by variety of color or form, but these points are more conveniently indicated by printed words. But by whatever means the tickets may indicate, whether by form or printed matter, the instant it does so it acquires a new and distinct function. It becomes evidence to a greater or less degree of the terms of the contract. The simple words "New York to Philadelphia," printed on a slip of card-board, indicate the points between which the contract of carriage is made. A ticket so worded does not evidence the whole contract; the line of railroad to be taken and the arrangements for baggage are not indicated; but such a ticket is more than a mere token to the conductor: it indicates the extent of the journey contracted for. A ticket might evidence the whole contract, just as a written contract for the sale of land does, but usually it only indicates certain portions of it, leaving the remainder to be supplied by other evidence, if necessary.

The courts, accordingly, when it has been insisted that a ticket is the contract between the parties, and that parol evidence cannot be introduced to vary or add to its terms, have dwelt on its function as the "token of a contract," not the contract itself, and have admitted the testimony. When, on the contrary, it has been insisted that the words "good for this day only" on a ticket mean nothing, the courts have insisted on its function as evidence of the contract.

See *Elmore vs. Sands*, 54 N. Y., 512, and the cases cited before.

By keeping these two functions of a ticket clearly in mind, most of the decisions on the subject of tickets seemingly in conflict can be reconciled.

Another difference in the mode of making and executing the contract of carriage necessitated by the change from the simplicity of a coach to the complexity of a railroad, is that the contract which was in the case of the coach usually a personal one, is now usually an impersonal one. A person often contracts with the carrier for his servant or friends, not for himself, and receives a ticket not entitling him by name to the benefits of the contract, for to do so would occupy too much time, and involve unnecessary complication, but entitling *the bearer* to its benefits.

For the same reason a national bank note does not promise to pay ten dollars to John Smith, but to "bearer." Such tickets are analogous to the bills, and like them have a negotiable quality, and are good in the hands of any holder in good faith.

In the light of these principles, let us consider the following questions:

First. Is a railroad company obliged to carry a passenger holding a lost or stolen ticket?

Second. Does the fact of a passenger being an innocent holder affect that obligation, if it exists, and how?

In the first place, as we have observed, the contract of carriage is not fixed, but varied, and the answer to such a question would depend largely on the terms of the contract.

A railroad company would not be obliged to carry any person other than John Smith on a ticket issued on its face to "John Smith," because the contract is a personal one with him.

A railroad company would not be obliged to carry any person other than the individual commencing the journey on a coupon ticket, the first coupon of which had been used, and on which was *plainly* printed the words, "not transferable," so as to bring them to the notice of the holder as part of the contract, because the contract is made with the person commencing the journey, and is by its terms "not transferable." *Baltimore & Ohio R. R. vs. Hilliary* (1875).

In other words, the answer to such questions must vary according to the nature of the contract, of some terms of which words plainly printed on the ticket are evidence.

Let us assume, however, that the contract is in its simplest form, free from any special terms, and the ticket in question reads, "Good for one passage from New York to Albany by the N. Y. C. & H. R. R. R. Co."

In such case the company is obliged to carry the passenger presenting the ticket, whether it had been lost or stolen, just as the bank would be obliged to pay the bearer of the note, whether lost or stolen, *unless they can prove it to be in the hands of a holder in bad faith.*

The possession of the ticket is *prima facie* evidence that the holder is entitled to the benefits of the contract of which it is a token, and some terms of which it expresses. This presumption can be rebutted by proof that the holder is not entitled to the benefits of the contract, that he has stolen or found the ticket when lost; but whether the ticket is a lost or stolen one, a holder in good faith is entitled to the benefit of the contract of which it is the token, and of which it is in a greater or less degree the evidence.

Third. When one company orders another to dishonor any tickets, upon which company rests the final liability for damages, or costs of litigation, if any result from executing such order?

This is the case of a principal who contracts with a third party to do an act through his agent, and subsequently directs his agent not to perform the act. The final liability for damages rests with the principal.

Q

Property in a railroad ticket passes by delivery. The finder of such ticket, or one who has stolen it, has no title himself as against the rightful owner. Still, if the finder or thief sell it to a *bona fide* holder, that is, a holder for value, without notice or knowledge of the loss or theft, such *bona fide* holder or innocent purchaser will hold against the original holder.

Therefore, I am of the opinion that "a railroad company is obliged to carry a passenger holding a lost or stolen ticket," provided such passenger is not the finder or thief, or person who purchased the ticket from the finder or thief with notice of the loss or theft.

This includes a full answer to the second question, that is to say: the railroad company is obliged to carry a passenger who is an innocent holder of a lost or stolen ticket.

The third question is very difficult to answer. "When one company orders another to dishonor," etc. If I am to understand by this that such relations may exist, or do exist, between railroad companies, that one company *must* obey the orders of the other as to what kind of tickets shall be received or dishonored, then I am inclined to think that the company giving *such orders* would be responsible to

the company obeying the order for any damages or costs of litigation resulting from obeying such order. One company would be responsible to the other company. The person receiving the injury would recover such damages and cost from the company inflicting the injury, *not* from the company ordering the dishonor of the ticket. To use a classical phrase, "every tub must stand on its own bottom," and in the absense of some express obligation entered into by one company to indemnify the other, the company doing the damage would be held to strict accountability for cost, etc., and would suffer the loss. In any event, the company actually doing the injury is responsible to the person injured for damages and cost. Whether the company which does the injury in obedience to orders from another company can recover the damages and cost from the company giving the order, depends altogether on the fact whether the company making the order has agreed to indemnify the company obeying such order for damages, etc., that may result from dishonoring the ticket.

R

First. Is a railroad company obliged to carry a passenger holding a lost or stolen ticket?

Second. Whether the fact of a passenger being an innocent holder affects that obligation, and how?

Third. When one company orders another to dishonor any tickets, upon which company rests the final liability for damages, or costs of litigation, if any result from executing such order?

A correct answer to the above questions, or some of them, might depend upon the legal relations of the respective companies; that is, the character of the contract between them. In the answers which we herewith submit, we have treated that relation as that of principal and agent; that is, we have treated the company issuing coupon tickets over roads of other companies as the agent for the sale of tickets of that kind, for such other companies, and, with that understanding, we answer the questions as follows:

First. Is a railroad company obliged to carry a passenger holding a lost or stolen ticket?

We think not. The ticket is a contract not fully executed by the company until delivered by some duly authorized agent.

Second. Does the fact of a passenger being an innocent holder affect the obligation of the company?

No. The ticket not having been delivered does not become a valid contract by a transfer even to an innocent purchaser.

Third. When one company orders another to dishonor any tickets, upon which company rests the final liability for damages, or costs of litigation, if any result from executing such order?

If the ticket dishonored was in fact invalid, we think the final liability for executing such order would rest upon the company executing it, unless the loss was caused by such negligence upon the part of the company giving the order as would make any agent liable to his principal under like circumstances; but if the ticket dishonored should prove to be a valid ticket, we think the company giving the order should be liable to the company executing, for the damages thereby sustained.

If, however, the relations between the companies is something more than an agency of the one to sell tickets over the road of the other, and the authority of the one to issue the tickets over the roads of the other, as between the companies, is a contract for the benefit of the company issuing the tickets, it would seem that ultimate loss ought to fall upon the company giving the order, in any event, upon the principle that when one of two innocent persons must suffer, the loss should fall upon the one through whom it occurred.

S

You ask my opinion on three general points. It is exceedingly difficult, if not impossible, to answer general questions in such manner as to make the opinion given a safe rule to be applied to cases as they arise. Every case must necessarily be dependent upon the special circumstances surrounding it. With this qualification, I proceed to give you briefly my views upon the questions presented, in their order:

First. Is a railroad company "obliged to carry a passenger holding a lost or stolen ticket?"

This question is but an illustration of the remark I have just made. You embrace in it a "lost or stolen ticket," as if, without regard to circumstances, *lost* or *stolen* tickets would stand upon the same footing. So far from this being the case, you can readily see that "lost" tickets may themselves present different questions. One may be presented which has been bought and paid for at a regular ticket office of the company, and lost by the purchaser before he has used it. If the finder of that ticket presented it to a conductor, nothing appearing to distinguish it from *other genuine tickets*, or to give the conductor notice of the actual facts about it, I

would consider it quite unsafe for him to refuse to carry the passenger upon it. It would be almost impossible in such case to protect the company against liability, for, in the ordinary mode of selling tickets, even the agent who sold them could not identify the particular ticket as sold to a particular individual, if even establishing that fact would protect it. Another may be presented which an agent of the company has lost from his custody by accident or misfortune, and which he may be able to identify—a ticket never sold by the company, for which it has received no value, and of the loss of which the conductor may have notice. In such case I would not hesitate to instruct the conductor to refuse to carry the passenger upon it, and run the risk of an action, trusting to the circumstances developed upon the trial to show that such a holder would not be entitled to the benefit of the ticket.

As to stolen tickets, the same diversity of circumstances may surround such tickets. Whenever tickets have been stolen from the company's possession, however, and they are capable of identification, I would not hesitate to instruct conductors to refuse to carry upon them, running the risk of action by the holders, for in nearly every case the facts would develop enough to prevent the party from claiming the rights of an innocent holder.

This brings me to your second question :

"Whether the fact of a passenger being an innocent holder affects that obligation, and how?"

The question assumes that there may be an innocent holder of lost or stolen tickets. The finder of a lost ticket may be considered an innocent holder. I know of no obligation upon him to return it to the company. The holder of a stolen ticket may be *innocent* in the sense of not having committed the theft. He may have purchased it from the thief, or the thief's accomplice, and paid his money in good faith, but yet, I think, purchasers of railroad tickets from any other persons than the regularly authorized agents of the companies, are not entitled to claim the same rights that are accorded to innocent holders of negotiable securities that may have been put upon the market through theft, and finally reached innocent holders. Railroad tickets are not properly negotiable in the same sense as are railroad or government bonds, or the coupons attached to them, or mercantile bills of exchange or notes. They are offered for sale only at recognized and authorized offices. In some of the States their sale by any other than authorized agents is prohibited by law. Their offer for sale, then, by any other than such authorized agents should of itself put the purchaser on inquiry as to how they were obtained, and if he purchase from such person, he would do it at his risk. The cases would be very few indeed in which any rule would be necessary as to innocent holders.

"*Third.* When one company orders another to dishonor any tickets, upon which company rests the final liability for damages, or costs of litigation, if any result from executing such order?"

Where coupon tickets, such as you submit with your letter, are issued entitling the holder to passage over several roads, and the party selling such tickets at one

end directs the roads at the other end of the route, or upon an intervening part of the route, to dishonor such tickets, some sufficient reason would of course be assigned, such as loss or theft of the tickets. An arbitrary direction, without any cause, to dishonor tickets actually sold, is not to be assumed as probable or possible. Assuming, then, that the party giving such direction has good cause, and can identify the tickets he directs to be refused as stolen, the other party should observe it. If they do not, but receive the coupons and present them for settlement, the party giving the notice may fairly refuse to be charged with them.

If the party notified do heed the notice, and refuse to carry upon such tickets as are specified and can be identified, and should be held responsible in damages or incur costs by reason of doing so, the final liability for damages or costs would depend upon the contract relations existing between the different roads making up the route. If they are by the contract made only agents for each other in selling the tickets as to their respective portions of the route, then the agent has done only his duty in notifying the principal of the reason why the tickets should be refused, and the responsibility must rest upon that road on which the refusal was made. If the contract is such as makes them partners in carrying passengers on these tickets, then any loss incurred in the business must be borne by them in their proportion as partners. In the absence of specific contract, recent decisions incline to treat the different roads as agents of each other.

I have given you the best general answers I can to your questions, but must again say that the only safe mode for the company to pursue is to present any case with the circumstances when it arises for advice upon it, and not rely upon any rule as applicable to all cases.

T

A ticket is a chattel, the property of the railroad company, and used by it as a part of the means by which it conducts its business.

It is delivered to the passenger to be held by him temporarily only, and the passenger acquires a special property in it only, *i. e.*, a right to use it as evidence that he has paid his fare. This assumes that the passenger must be a bona fide holder, and that "fare" must have been paid the railroad company; during the journey, under the reasonable regulations of the company, it is to be redelivered into the possession of the company.

The contract between the carrier and the passenger is one that the law implies upon the payment of fare, and, until the receipt of fare by the company, the relation between carrier and passenger, and the contract implied by law from such relationship, does not exist.

Applying these principles to the case of the holder of a lost or stolen railroad ticket, I have no difficulty in advising you that a railroad company is not obliged to carry a passenger holding a lost or stolen ticket.

The attempt to impose upon a carrier by proffering tickets for which the carrier has received no equivalent, and the refusing to pay fare, will justify expulsion from the cars.

Whether the fact that the passenger is an innocent holder of the ticket, affects the obligation only so far as the company or its agents may, by its negligence or their dishonesty, have enabled the fraud to be perpetrated upon the innocent party, and the application of the maxim, "No one shall take advantage of his own wrong."

Thus, if a passenger purchases a stolen ticket, or a "scalped" one, from a dishonest agent, the company, and not the passenger, must suffer, for it is the duty of the company to have honest agents.

But I should think that the passenger who purchased from any but a duly authorized agent, or one who was publicly recognized as agent, would take the ticket under such suspicious circumstances as to exclude the possibility of his being an innocent holder, and that such passenger would be in no better position to *quoad* his rights on the railroad train than the thief who stole the ticket.

When one company orders another to dishonor a ticket and coupons attached, the final liability for damages, or costs of litigation, if any result from executing such order, should, I think, rest upon the company giving the order.

The company giving the order will always be the company from whom the ticket was stolen. It is responsible to the other roads for the value of the coupons over them respectively. It, therefore, is the only one benefited by the dishonor of the coupon; for in the act of dishonoring the coupon, the company which receives the orders will either collect its fare in currency from the passenger directly, or expel him from its car.

In the one case, having collected its fare, it has no claim on the stolen coupon; in the other case, not having transported the passenger, it is not entitled to the fare.

These considerations lead me to the opinion that notwithstanding the company from which a coupon ticket is stolen is responsible for those coupons over other lines, and is also liable for all costs that may result from its order to dishonor them, yet that such costs should not be shared by the other lines interested in the ticket. For the benefit results solely to the company through whose negligence, or the dishonesty of whose agents, the tickets were lost or stolen, and the strict rule in such case is that the person who receives the benefit shall bear the burden. This last question, however, is one of policy, with which the law department has business.



PROCEEDINGS OF CONVENTION
OF THE GENERAL
TICKET AND PASSENGER AGENTS'
ASSOCIATION.

LOUISVILLE, Ky., Feb. 9th, 1876.

Special and Annual Convention was called to order at 11 A.M., at the Galt House, by the President, D. M. Boyd, Jr.

The order under which the Association convened being called for, it was read.

The following is the present list of members. Those marked with a * were in attendance; those marked with a † have become members since the last Convention :

*ABBOTT, JOHN N.	BROOKS, E. J.	*CONNOR, GEO. L.
ALLEN, W. R.	BROWN, E. A.	COOK, JOHN S.
*ANDERSON A.	†*BROWN, JAS. D.	*CUMMINGS, S. W.
ANDREWS, H. B.	*BROWN, JOHN W.	*DADMUN, G. A.
†*ANDREWS, W. H.	*BRYDON, R. T.	DAILY, JAMES
*ATMORE, C. P.	†*CAMPBELL, REAN.	DANIELS, G. H.
BADGER, THOS.	*CAREY, S. E.	*DANLEY, W. L.
BALDWIN, H. P.	*CARPENTER, A. V. H.	*DAVANT, T. S.
*BARNES, GEO. K.	*CARY, J. W.	DAWES, A. C.
*BOYD, D. M., JR.	*CHARLTON, JAS.	DEPEW, H. S.
BOYLSTON, S. C.	CLARK, ELLIS	DODGE, D. C.
BRAINORD, E., JR.	CLEAPOR, P. L.	†*DOYLE, P. C.
BROADUS, J. M.	COBB, G. W.	DURKEE, C. E.
*BRONSON, H. M.	*COLE, L. M.	*EDGAR, Wm.

EVANS, JOHN	*KNIGHT, RAY	*RILLIE, ROBERT
*FILKINS, L. W.	LEAVITT, J. F.	*ROBERT, J. A.
FITCH, CHAS. L.	*LORD, C. K.	ROGERS, E. P.
FLANDERS, D. J.	*LYMAN, B.	ST. JOHN, E.
*FOLLETT, CHAS. E.	*LYMAN, H. L.	*SHATTUC, W. B.
*FORD, E. A.	†*MACMURDO, J. R.	SMITH, E. H.
FOYE, CHAS. E.	*McFADDIN, C. P.	*SNOW, F. E.
*FRARY, H. T.	McKINLAY, C. V.	SPRAGUE, JACOB, JR.
GIVEN, JOHN	†*MAHONEY, J. V.	SPAULDING, C. F.
GOODRICH, M. B.	*MALCOLM, W. L.	*STARRING, HENRY
GRANT, M.	*MASS, JOHN W.	*STENNETT, WM. H.
*HANCOCK, C. G.	*MAYO, S. E.	*STEVENSON, SAMUEL
*HEAKES, F.	MILLS, W. A.	SWEET, D. A.
HILLS, F. C.	MURRAY, O. G.	TAYLOR, W. P.
*HOLDEN, W. L.	*MYERS, F. R.	*THRALL, W. A.
†*HOLMES, D. E.	NATHAN, R. W.	*TOWNSEND, H. C.
HOOPER, S. K.	NASON, GEO.	WADE, F. P.
HOUSTON, W. J.	NOURSE, J. P.	†*WALDO, J.
*HOWARD, C. R.	*O'BRIEN, W. L.	WALLACE, J. J.
*HUBBARD, S. D., JR.	*OGDEN, JAS. R.	*WEED, W. H.
HUNTLEY, C. C.	*PAGE, J. H.	WELSH, I. L.
IVES, C. J.	PAPY, F. B.	*WENTWORTH, H. C.
*JAY, M. S.	*PARKER, S. S.	WHITE, ALFRED
*JOHNSON, W. P.	*PENFIELD, T.	WHITE, W. F.
*KEIM, B. R.	*PERRY, JOHN H.	*WILD, FRED
*KELLOGG, J. L.	*PIERSON, S. F.	WILLIAMS, W. B.
*KENNEDY, F. B.	PICKENS, S. B.	*WILSON, E. P.
*KIMBALL, THOS. L.	*POPE, A.	*WRENN, B. W.
KING, GEO. S.	*POWELL, SAMUEL	YOUNG, E. S.
*KINGSBURY, J. A.	PRINTUP, JOHN C.	ZIMMERMAN, D. M.

Total members, 132. Present, 74.

A. K. James specially represented the New Orleans & Mobile Railroad. The names of S. E. Allen, Allan Bourn, Thos. Dorwin, Jas. Ferrier, J. D. Foster, W. Irving, R. W. D. Mann and E. P. Shute have been dropped from the roll, owing to supersedure or retirement from their respective companies.

The Committee on Centennial Rates submitted the following report :

That the basis of rates for the Centennial Exhibition be as follows :

First. Round-trip tickets to New York, good for thirty days, may be sold from

Detroit, Toledo, Cleveland, Crestline, Columbus, Cincinnati, and points west thereof, in the territory east of Omaha, and at competitive points south of the Ohio river, at a reduction of twenty-five per cent. from Convention rates.

Second. Round-trip tickets to Philadelphia, good for thirty days, may be sold from Detroit, Toledo, Cleveland, Crestline, Columbus, Cincinnati, and points west thereof, in the territory east of Omaha, and at competitive points south of the Ohio river, at one dollar less than round-trip rates to New York.

Third. Round-trip tickets to Philadelphia *via* New York, good for thirty days, may be sold from Detroit, Toledo, Cleveland, Crestline, Columbus, Cincinnati, and points west thereof, in the territory east of Omaha, and at competitive points south of the Ohio river, at one dollar more than the round-trip rates to New York.

Fourth. From the territory east of Detroit, Toledo, Cleveland, Crestline, Columbus and Cincinnati, the basis of reduced rates and the limit for round-trip tickets shall be fixed by the trunk lines; and from competitive points between the trunk lines in said territory, the rates to Philadelphia, *via* New York, shall be two dollars more than the rates to Philadelphia by the direct or short line.

Fifth. The Committee further recommend that the trunk lines be authorized to issue excursion, or tourists', tickets from Philadelphia and New York to Western and Southern points in the territory mentioned, and return, at similar rates and under similar restrictions, if in their judgment expedient.

Sixth. We recommend that all rail lines make a reduction of not less than twenty-five per cent. upon Convention rates for round-trip tickets, such tickets to be good for passage not more than thirty days from date of issue.

Seventh. That in addition to round-trip tickets going and returning by same route, tickets be issued at similar rates by one route to return by another route, at such points as will best serve the convenience of visitors to the Exhibition. Your Committee believe that the adoption of this plan will avoid the necessity of issuing reduced rate tickets one way only.

Eighth. Considering the wide extent of territory traversed by American railways, much of it but thinly populated, the moderate rate already established by schedule, and the liberal reductions now extended especially for the benefit of visitors to the Exhibition, we recommend that the rates made be uniformly required from individual passengers, or from considerable bodies of visitors traveling together, whether organized or not.

Ninth. We recommend the use of tickets with a tinted face, the subject matter of which shall be uniform, by all lines outside of trunk lines, and in accordance with the form of tickets submitted herewith; and that the date of issue be made to appear plainly, in ink, on the face of each contract, in addition to the stamp on the back; such lines as *deem it necessary*, to provide for the signature of the purchaser.

Tenth. We recommend that if any road from Detroit, Toledo, Cleveland, Crestline, Columbus or Cincinnati, or west or south thereof, shall make any less rates than those established and agreed upon for this Centennial business, the trunk lines shall refuse to accept the tickets of any such road.

Eleventh. We recommend that the regular excursion tickets be placed on sale not earlier than May 1st, and be continued until the the 31st day of October.

It was moved that the report be accepted and Committee discharged.

Adopted.

It was moved,

That all persons connected with railroads be allowed the privilege of being present during this meeting of the Association.

Adopted.

It was moved that 1.30 o'clock be named as the special hour for taking up report of Committee.

Lost.

It was moved that the report be taken up in divisions.

Adopted.

It was moved that that part of the report relating to tickets going by one route and returning by another be taken up first.

Adopted.

Adjourned to 2 P.M.

2 P.M.

The Convention being re-assembled, the report of Committee was taken up in divisions, acted upon, and amended to read as follows:

First. Round-trip tickets to New York, good for thirty days, going and returning by the same route, may be sold from Detroit, Toledo, Cleveland, Crestline, Columbus, Cincinnati, and points west thereof, in the territory east of Omaha, and at competitive points south of the Ohio river, at a reduction of not more than twenty-five per cent. from Convention rates.

Second. Round-trip tickets to Philadelphia, good for thirty days, going and returning by the same route, may be sold from Detroit, Toledo, Cleveland, Crestline, Columbus, Cincinnati, and points west thereof, in the territory east of Omaha, and at competitive points south of the Ohio river, at one dollar less than the round-trip tickets to New York.

Third. Round-trip tickets to Philadelphia, *via* New York, good for thirty days, going and returning by the same route, may be sold from Detroit, Toledo, Cleveland, Crestline, Columbus, Cincinnati, and points west thereof, in the territory east of Omaha, and at competitive points south of the Ohio river, at one dollar more than the round-trip rates to New York.

Fourth. From the territory east of Detroit, Toledo, Cleveland, Crestline, Columbus, and Cincinnati, the basis of reduced rates and the limit for round-trip tickets shall be fixed by the trunk lines and connections; and from competitive points between the trunk lines in said territory, the rates to Philadelphia, *via* New York, shall be two dollars more than the rates to Philadelphia by the direct or short line.

Fifth. That all terminal lines be requested to issue excursion, or tourists', tickets from Philadelphia, New York, Baltimore and Washington, to Western and Southern points and return, at same rates and under same restrictions as govern east-bound excursion business.

Sixth. That all rail lines make a reduction of not less than twenty-five per cent. upon Convention rates for round-trip tickets; such tickets to be good for passage not more than thirty days from date of issue.

Seventh. That in addition to round-trip tickets going and returning by same route, tickets be issued by one route to return by another route, at such points as will best serve the convenience of visitors to the Exhibition.

Eighth. Considering the wide extent of territory traversed by American railways, much of it thinly populated, the moderate rate already established by schedule, and the liberal reductions now extended especially for the benefit of visitors to the Exhibition, that the rates hereby established be uniformly required from individual passengers, or from considerable bodies of visitors traveling together, whether organized or not.

Ninth. That tickets with a tinted face, the subject matter of which shall be uniform, be used by all lines outside of trunk lines, and in accordance with the form of tickets submitted herewith; and that the date of issue be made to appear plainly, in ink, on the face of each contract, in addition to the stamp on the back; such lines as deem it necessary, to provide for the signature of the purchaser.

Tenth. That if any road shall make any less rates than those established and agreed upon for this Centennial business, all lines represented in this Association shall refuse to accept the tickets of any such road.

Eleventh. That the regular excursion tickets be placed on sale not earlier than May 1st, and be continued until the 31st day of October.

Twelfth. That it is the sense of this Association that no line can issue excursion tickets unless they participate in the reduction upon the basis established.

Thirteenth. That the basis of rates for round-trip tickets, going by one road and returning by another, shall be at similar reduction as is made on tickets going and returning by same route.

Fourteenth. That the form of ticket shall be as follows :

<p style="text-align: center;">CENTENNIAL RAILROAD COMPANY.</p> <hr/> <p>1876. CENTENNIAL EXCURSION TICKET. 1876.</p> <hr/> <p style="text-align: center;">PHILADELPHIA AND RETURN.</p> <p style="font-size: small;">Good only when officially stamped and dated, for One Seat to In selling this Ticket for passage over other roads, the Centennial Railroad Company acts only as agent for them, and assumes no responsibility beyond its own line.</p> <p style="font-size: x-small;">The holder hereof, in consideration of the reduced rate at which this Ticket is sold, agrees with the respective companies over whose roads such holder is carried, to use the same within thirty days from the date stamped and written hereon, subject to the usual stop-over regulations of each railroad company; and he agrees to accept the reduced rate of fare, and to pay the full amount of full, regular fare, which the holder agrees to pay.</p> <p style="font-size: x-small;">The Centennial Railroad Company will not assume any risk on baggage, except for wearing apparel, and limit their responsibility to \$100 in value. All baggage exceeding that amount in value will be at the risk of the owner, unless the excess value be declared and paid for by special contract.</p> <p style="font-size: x-small;">#27 The Checks belonging to this Ticket will not be received for Passage if detached.</p>	<p style="text-align: center;">(FORM.)</p> <p style="text-align: center;"><i>Wm. Penn.</i></p> <p style="text-align: center;">G. T. A.</p>
<p style="text-align: center;">ISSUED BY CENTENNIAL RAILROAD CO.</p> <p style="text-align: center;">ON ACCOUNT OF</p> <p style="text-align: center;">Pittsburgh, Cin. & St. Louis R.W.</p> <hr/> <p style="text-align: center;">One First Class Passage.</p> <p style="text-align: center;">PITTSBURGH TO COLUMBUS.</p> <p style="text-align: center;">Centennial Excursion Ticket, good 30 days from date of issue.</p> <p style="text-align: center;">THIS CHECK IS NOT GOOD IF DETACHED.</p>	<p style="text-align: center;">NUMBER.</p>
<p>FORM.</p>	
<p>PHILADELPHIA, PA.</p>	

Two (2) Coupons to be issued for each Road, one for each direction.

All of which was adopted.

During the discussion on the resolutions, several votes, by ayes and noes, were taken, which are here given. The first vote taken was on the subject of striking out "at similar rates," in seventh paragraph of report:

Ayes—Messrs. Anderson, Atmore, Barnes, Boyd, J. W. Brown, Brydon, Carpenter, Charlton, Cole, Campbell, Follett, Ford, Heakes, Jay, Johnson, James, Keim, Kennedy, Kimball, Kingsbury, Knight, Kellogg, Lord, B. Lyman, H. L. Lyman, McFaddin, Mayo, Myers, Mahoney, Macmurdo, O'Brien, Ogden, Parker, Pope, Powell, Robert, Starring, Stennett, Stevenson, Thrall, Townsend, Waldo, Wild—43.

Noes—Messrs. Abbott, W. H. Andrews, Bronson, J. W. Cary, Dadmun, Danley, Davant, Doyle, Edgar, Filkins, Frary, Hancock, Holden, Howard, Hubbard, Holmes, Malcolm, Mass, Page, Penfield, Pierson, Rillie, Shattuc, Snow, Wentworth—25.

The seventh resolution, as amended, was adopted by the following vote:

Ayes—Messrs. Abbott, Anderson, W. H. Andrews, Barnes, Bronson, Brydon, Carpenter, J. W. Cary, Charlton, Connor, Cummings, Campbell, Dadmun, Danley, Davant, Doyle, Edgar, Filkins, Follett, Ford, Frary, Hancock, Heakes, Holden, Howard, Hubbard, Holmes, Jay, Johnson, James, Keim, Kennedy, Kimball, Kingsbury, Knight, Kellogg, Lord, B. Lyman, H. L. Lyman, McFaddin, Malcolm, Mass, Mayo, Ogden, Page, Parker, Penfield, Pierson, Pope, Powell, Rillie, Robert, Shattuc, Starring, Stennett, Stevenson, Snow, Wild, Wrenn, Wentworth—60.

Noes—Messrs. Atmore, Boyd, J. W. Brown, Cole, Mahoney, Macmurdo, O'Brien, Townsend, Waldo—9.

The tenth resolution was adopted by the following vote:

Ayes—Messrs. Abbott, Anderson, Atmore, W. H. Andrews, Barnes, Boyd, J. W. Brown, Brydon, Carpenter, J. W. Cary, Charlton, Cole, Cummings, Campbell, Dadmun, Danley, Davant, Edgar,

Filkins, Follett, Ford, Frary, Hancock, Heakes, Holden, Howard, Hubbard, Holmes, Jay, Johnson, James, Keim, Kennedy, Kimball, Kingsbury, Knight, Kellogg, Lord, B. Lyman, H. L. Lyman, McFaddin, Mass, Mayo, Myers, Mahoney, Macmurdo, O'Brien, Ogden, Page, Parker, Penfield, Pierson, Powell, Rillie, Robert, Starring, Stennett, Snow, Thrall, Townsend, Waldo, Weed, Wild, Wilson, Wrenn, Wentworth—66.

Noes—Messrs. Doyle, Pope, Shattuc, Stevenson—4.

The thirteenth resolution, as originally offered, read as follows:

That the basis of rates for round-trip tickets, going by one route and returning by another route, shall be fifteen (15) per cent. reduction from Convention rates.

An amendment was offered, striking out fifteen per cent. reduction, etc., and inserting "at similar reduction as is made on tickets going and returning by same route."

The amendment was adopted by the following vote:

Ayes—Messrs. Abbott, Atmore, W. H. Andrews, Bronson, Brydon, Carpenter, J. W. Cary, Charlton, Connor, Cummings, Dadmun, Davant, Doyle, Edgar, Filkins, Ford, Frary, Hancock, Heakes, Holden, Howard, Holmes, Jay, Johnson, James, Keim, Kennedy, Kimball, Kingsbury, Knight, Kellogg, Lord, McFaddin, Malcolm, Mass, Mayo, Mahoney, Parker, Penfield, Pierson, Powell, Rillie, Robert, Shattuc, Stevenson, Snow, Thrall, Waldo, Wilson, Wrenn, Wentworth—51.

Noes—Messrs. Anderson, Boyd, Cole, Follett, Myers, Macmurdo, O'Brien, Starring, Stennett, Townsend—10.

It was moved and adopted,

THURSDAY.

That the regular meeting of the Association, which was to have been held at Jacksonville, March 10th, 1876, be, and is hereby, dispensed with, and that a special meeting shall take the place of same, as provided in Section 1 of By-

The reason for so doing is given in the following communications received from F. B. Papy, General Ticket Agent Jacksonville, Pensacola & Mobile Railroad :

TALLAHASSEE, Florida, February 4th, 1876.

Mr. C. P. Atmore, General Passenger Agent, Louisville, Ky. :

DEAR SIR—I have just returned from Jacksonville. While it is possible to accommodate the Convention, they will not be able to receive such accommodations as I should desire them to have. I feel it my duty to say this, through you, to the Convention, that they may act in the matter as they see fit.

Yours truly,

F. B. PAPY,
General Ticket Agent.

TALLAHASSEE, Florida, February 7th, 1876.

To C. P. Atmore, General Passenger and Ticket Agent L. & N. and S. N. Ala. Railroads :

The increased travel to Florida this season, makes it my duty to say that, while Jacksonville can accommodate the Convention, I cannot get promises from hotels, except such as may be objected to by the members. I therefore submit this, through you, to the Convention, for such action as it may deem proper. We will be glad to have them, and Jacksonville will do all in her power to accommodate them.

F. B. PAPY,
General Ticket Agent.

On balloting for President, the first vote resulted as follows :

C. P. Atmore.....	38
W. B. Shattuc.....	17
H. C. Wentworth.....	4

C. P. Atmore was declared duly elected.

For Vice-President :

H. C. Wentworth.....	50
W. B. Shattuck.....	1

H. C. Wentworth was declared duly elected.

For member of the Executive Committee :

W. L. O'Brien.....	32
H. T. Frary.....	23
T. S. Davant.....	1

W. L. O'Brien was declared duly elected.

It was moved and adopted, that

Whereas, S. F. Pierson was elected at last meeting to deliver an address at the next regular meeting, and as he has not come to the special meeting prepared with his address,

Resolved, That he be invited to deliver the same at the fall meeting.

In balloting for place for next Convention, the roll-call resulted as follows :

New York	35
St. Louis	26

New York was declared the place for holding the semi-annual Convention of 1876 :

Adjourned to 10 A.M. Friday.

FRIDAY, 10 A.M.

It was moved and adopted,

That so much of special By-Laws as provides for calling the roll at rate meetings be, and is hereby, repealed.

It was moved and adopted,

That the address of W. B. Shattuc, before the Association, on the subject Centennial rates and arrangements, be incorporated in the published proceedings of this meeting.

It was moved that the following preamble and resolution be adopted:

Whereas, An effort is being made by certain individuals, organized for the purpose, to obtain transportation arrangements with the several railway lines

the country, under which they may have the privilege of issuing their own tickets, and operating generally as a recognized transportation company; and

Whereas, Such a measure would be an innovation upon our long-established system of railway exchanges, subversive of our system, and dangerous to the maintenance of rates; therefore,

Resolved, As the sense of this Association, that the issue of railway tickets by firms or individuals cannot be recognized; and that as constituents of this Association, we will cancel any existing arrangements, and decline to enter into any future arrangements not in harmony with the spirit of this declaration.

The ayes and noes being called for on the adoption of the above, it was decided in the affirmative by the following vote:

Ayes—Messrs. Abbott, Anderson, Atmore, J. W. Brown, Brydon, J. D. Brown, J. W. Cary, Cole, Follett, Ford, Jay, Johnson, James, Keim, Kennedy, Kimball, Knight, Kellogg, Malcolm, Mayo, Myers, Ogden, Page, Penfield, Powell, Shattuc, Wilson, Wentworth—28.

Noes—Messrs. Charlton, Lord, Macmurdo, Thrall—4.

The following amendment to the Constitution was offered:

To amend Article 5th so that it will read: The Association shall hold two stated meetings in each year, at such times as may be fixed in the By-Laws. The location of next meeting shall be designated by each preceding meeting, immediately after the adoption of the schedule of passenger rates.

Each member, when his name is called, shall designate the place of his choice; and the place named by a majority of those present shall be fixed as the place for holding such next meeting.

On motion, the Convention resolved itself into a Committee of the Whole on Passenger Rates.

W. A. Thrall was elected Chairman, and the Committee continued in session, with necessary intermissions, until 12 o'clock, noon, of Saturday, when the schedule being revised, the Committee rose and reported to the Convention.

On motion, the schedule of rates, as revised, was adopted, to take effect May 1st, 1876.

On motion, it was

Resolved, That the Chair appoint a Committee of twelve, to act in conjunction with the Secretary, to correct any rates for the May schedule that may need increasing from changes in local tariffs, or other arrangements satisfactory to said Committee, and that the schedule shall not be published before April 1st prox.

The Chair appointed as such Committee Messrs. Johnson, Thrall, St. John, Carpenter, Wentworth, Cary, Myers, O'Brien, Atmore, Nason, Macmurdo and James.

On motion of F. R. Myers, it was

Resolved, That the Secretary be, and is hereby, instructed to omit publishing the names of persons offering resolutions in the proceedings of the Association, unless specially requested by the mover to publish his name in connection with it.

On motion, it was

Resolved, That the thanks of the Association are hereby tendered to the resident General Ticket Agents of Louisville, and also to Captain Woolfolk and Horace Scott, for courtesies extended and received.

Adjourned.

C. P. ATMORE, *President*.

H. C. WENTWORTH, *Vice-President*.

SAM'L POWELL,

Secretary.

Executive Committee—E. ST. JOHN, C. K. LORD, W. L. O'BRIEN.

The following is the address alluded to in the proceedings as having been delivered to the General Ticket and Passenger Agents' Association by W. B. Shattuc, General Passenger and Ticket Agent Atlantic & Great Western Railroad, on the question of adopting a basis for excursion rates to the Centennial Exhibition :

Mr. President and Gentlemen :

The hundredth year of American nationality is an era such as has never before occurred in the history of the human race. It presents aspects of moral, political and historical grandeur unequaled in any age. This arises not because it is an era in one nation, nor because it is an evidence of material prosperity, but because it is an era in human progress, and, as such, every race and nationality of manhood is interested in it. It first and most grandly points to us the only free and great and successful republic on earth. It is *the* republic among nations—all others were built upon the conquest and oppression of peoples. This alone stands out of all time, from the classic to the modern ages, the only land where the people govern, and oppression does not dwell. The hundredth year in such a country is a fact known and recognized among all intelligent men as an era not merely in one country, but in the progress of mankind. There is another aspect of this centennial, which concerns all those engaged in the great practical arts of locomotion and of commerce, and of transmitting intelligence. One hundred years ago none of these practical arts in their present form existed. Neither steamboat nor telegraph were known or heard of. If this great valley of the Mississippi now teems with population, if the wilderness blooms with civilization, if the poor immigrant finds a happy home where all until lately was a savage wild—it is largely, if not altogether, due to those practical arts which have made the transmission of both persons and intelligence cheap.

These arts did not exist until within this century, and it is in America that they have found their largest and most worthy developments. Some of them were invented here, and all have found here their proper and best home. Turn to two or three leading facts, and you will see how intimately this American Centennial is connected with the great art of locomotion. In the United States to-day are 75,000 miles of railroad, all of which has been the work of only forty years, and it is the grandest contribution to material prosperity which was ever made in one age of mankind. Again, we find this vast power of steam land-carriage contributing to feed Europe, and to make our great cities possible; for unless the grain fields of the Mississippi valley had been opened up, how could Europe, or our own cities, have received their large supplies of food, which now make the greatest elements in their prosperity? And how, or when, would those fields be cultivated, if their products could not be carried quickly and cheaply to the market? We see, then, that it is in America that these great practical arts of locomotion and commerce have developed most largely and most beneficially. This is, in itself, a demonstra-

tion that a republican government is the best adapted to the development of the useful and the valuable in the practical affairs of human society. It is this demonstration the world sees in America. It is this grand exhibition of human progress which the world admires, and which the world is following.

In conformity with this idea, the Government has invited foreign nations to be represented, and appropriated a large sum to make the exhibition one which will worthily exhibit the products, the arts and the intelligence of the country. Everything which is material or intellectual, which is the product of field or mine, of art or culture, is to be there. Foreign nations have accepted the invitation, and are already fitting up their halls and apartments to make a proper and real representation of the characteristic products of their respective countries. Even the isles of the sea are to be there. Japan is already fitting up its hall, and Egypt claims its place among the nations of the modern world. This, then, is to be no Philadelphia exposition. It is to be the world's meeting, the world's acceptance of American hospitality.

What, then, is to be the practical consequence of this? What are we to do? First of all, we recognize that there will be multitudes of people gathered there. If there were only a moderate portion of our own people there, it would be a vast multitude; a congregation such as was never assembled here—we believe never assembled anywhere. But we know that even at the most moderate estimate, there must be tens of thousands from other countries. This, then, is the first fact. The next is, that from whatever quarter they may come, whether of our own or other countries, however short or long the distance, they must come to that gathering by railroad.

Hence, it is the railroad which makes all this possible. It is the railroad which will be itself the greatest thing there, and which will itself represent the age, the country, and the world of the nineteenth century, and the centennial of the greatest event of modern times. What, then, is the duty of the railroads? To show their own power, as well as to secure their own profits, they should use all possible means of securing the success of this grand undertaking. Success means the attendance of the greatest number of people, and the greatest satisfaction to the public mind. If these are attained, the success of the railroads will be as great as that of the exhibition. A vast country, extending over three millions of square miles, and intersected by seventy-five thousand miles of railroad, will be seen pouring forth its multitudes to the great Centennial, borne along with a rapidity and cheapness unknown in any former age of the world. To do this the railroads must adapt themselves both to the spirit and the facts of the occasion. The spirit of a great occasion requires that they should take the people from their homes and return them at as cheap fares as is consistent with moderate profits to the roads.

This principle has been adopted by the roads in the case of large conventions and assemblies of the people, when round-trip tickets are given at low rates. It will doubtless be adopted now. Then the question arises, in what manner

this be done? The main object is to carry the largest number of people, both to aid the Centennial and aid the roads. The population of the United States is now over forty-three millions. What portion of that vast number will attend the Centennial? The people of this country embody fewer of the very rich, or of the very poor, than those of any other country. There are a few rich who can go at any rate of fare, and there are many poor who cannot go at all.

The great body, however, composed of farmers, merchants and mechanics, can, and generally will, go at moderate rates of fare. That class of people in the West called Grangers, and who are now embodied in large societies and organizations, would be disarmed of their jealousies, and doubtless attend in large numbers, if they found the policy of the railroads liberal and patriotic. There can be no cry of monopoly when the railroads have come within the limits of a moderate profit, in order that the people may go up to the great national festival—see and enjoy the glorious results of a hundred years of freedom. Another and more practical thing before us is to consider in what manner and with what objects these people are likely to come. They will come from all quarters and directions, and they will come with a desire to see other places and other objects than those of the Centennial. The great Northwest will send its tens of thousands by the Northern line. The South will come up on the Southern lines, through the Carolinas and Virginia, while the valley of the Ohio will send its people over the great trunk lines to the East. Thus every railroad in the country will have something to do in the carriage of that vast caravan which, during the summer, will be moving on to the Centennial. It becomes us, then, to harmonize, as far as possible, both the wishes of the people and the mutual interests of the roads. To do this we must look a little at what most of these visitors would like to see. Tens of thousands will be there who never left the West or South. Hence, they will naturally like to see, and will come with that object, other of the great sights east of the mountains. They will like to see New York, and the Falls of Niagara, and the greater lakes. This they can do at cheap rates, if the roads will agree upon circular tickets between fixed points East and West. This plan has been recently adopted in Europe, so that parties leaving New York can now make the tour of the most interesting parts of the European continent very cheaply, as compared with the former cost. This, however, can only be done by the most complete harmony among the various interests, and by such *pro rata* rates as will make it the interest of the lateral as well as the trunk lines to carry the visitors to the interesting parts of the country. However just or great may be the power of any central lines to make their own rates, it is plain that the number who go over them will be increased or diminished by the facilities and inducements given the visitors by the lateral as well as the main lines. This Association, representing the railroads of the United States and the Canadas, has met here for the purpose of adopting rules for the government of passenger transportation during the time of holding the Centennial exhibition, and for the purpose of harmonizing conflicting interests, so that the business shall be conducted to the satisfaction of both the railroads and the public; and further, for the purpose of entering into an arrangement with each other, so that the different

lines of railway can work harmoniously, and obtain a fair revenue for the service rendered, and secure for each road a fair proportion of the business, a result very desirable at this time for many reasons, but one which cannot be attained unless the different interests are willing to make concessions for the mutual good. The management of the line which I have the honor to represent, expects nothing but what is just to every other interest involved; but if the two trunk lines commanding the approaches to Philadelphia persist in carrying out the policy indicated by them in regard to exchange of business with competing lines, I fail to see how anything can be accomplished at this meeting. In this I am confident that I express the views of a majority of those directly interested in the matter. The only plan which will, in my opinion, prove satisfactory not only to the railways, but also to the public, is that of the largest possible interchange of business between competing lines. Under such an arrangement the public would obtain increased facilities, and it would be an inducement for increased patronage. Competing lines would be enabled to enter Philadelphia directly, as all lines would have one common approach. Excepting on this basis, I know of no way by which northern lines can protect their interests, as they would, under any other system, be practically ruled out of the Centennial business, a course which I am confident will not be permitted. It may be claimed that the Philadelphia lines have a perfect right to exchange or decline business with competing lines, as they may see fit. Under ordinary circumstances this would be correct; but at this time we have to provide for an extraordinary occasion, diverting, as it will, an entire season's travel, and requiring special rules and terms of agreement to carry it through successfully. If the claim of the Philadelphia trunk lines, that they have a right to exchange business with whom they please, is admitted, the question naturally arises, why are we asked to join them on equal terms in every other respect; and why have we not as good a right to decline all agreements, and each act independent of the other? I do not think any one here desires to discuss the matter from such a stand-point. The interests involved are so important, and a disagreement so certain to be followed by serious consequences, that it is safe to presume that all the representatives assembled here will act for this occasion without regard to established rule and precedent, accepting facts as they find them, and advocating and voting for a new departure, so that all lines may be dealt with fairly.

Under an agreement for a reasonable rate of fare on tickets east by one line and west by another, as well as tickets for a round-trip over one road, I am willing to commit the management of the road I represent, and act in harmony with other lines. In the absence of such an agreement, I think it proper to state plainly that we will not be bound by any arrangements made here or elsewhere.

PROCEEDINGS OF CONVENTION
OF THE GENERAL
TICKET AND PASSENGER AGENTS'
ASSOCIATION.

NEW YORK, September 8th, 1876.

Semi-Annual Convention called to order at the St. Nicholas Hotel, at 11 A.M., by the President, C. P. Atmore.

The following is the present list of members. Those marked with a * were in attendance; those marked with a † have become members since last Convention :

*ABBOTT, JOHN N.	BRONSON, H. M.	CLEAPOR, P. L.
*ALLEN, W. R. <i>by</i> W. L. VAN NEST	BROOKS, E. J.	COBB, GEO. W.
ANDERSON, A.	*BROWN, J. D.	*COLE, L. M.
*ANDREWS, H. B.	*BROWN, JOHN W.	*CONNOR, GEO. L.
*ANDREWS, W. H.	*BRYDON, R. T.	*CUMMINGS, S. W.
*ATMORE, C. P.	*BUTTERFIELD, THEO.	*DADMUN, G. A.
*BADGER, THOS.	*CAMPBELL, REAN	DAILY, JAMES
*BALDWIN, H. P.	*CAREY, S. E.	*DANIELS, G. H.
BARNES, GEO. K.	*CARPENTER, A. V. H.	*DANLEY, W. L.
*BOYD, D. M., JR.	*CARY, J. W. <i>by</i> MR. FULLER	*DAVANT, T. S.
*BOYLESTON, S. C.	*CHARLTON, JAMES	DAWES, A. C.
BRAINORD, E. JR.	*CLARK, ELLIS	DEPEW, H. S.
*BROADUS, J. M.	CLARK, F. W.	DODGE, D. C.
		*DOYLE, P. C.

†*DRANE, H. M.	*KIMBALL, THOS. L.	*ROBERT, J. A. <i>by</i>
†*DURFEE, W. M.	KING, GEO. S.	T. S. DAVANT
DURKEE, C. E.	*KINGSBURY, J. A.	ROGERS, E. P.
EDGAR, WM.	*KNIGHT, RAY	*ST. JOHN, E.
†*EGAN, JOHN	LEAVITT, J. F.	† SANBORN, G. G.
*EVANS, JOHN	*LORD, C. K.	† SCOTT, C. N.
*FILKINS, L. W.	† LOWELL, P.	*SHATTUC, W. B.
†*FINLAY, SAMUEL	LYMAN, B.	SMITH, E. H.
FITCH, CHAS. L.	LYMAN, H. L.	*SNOW, F. E.
*FLANDERS, D. J.	†*LYON, J. A.	SPRAGUE, JACOB, JR.
*FOLLETT, CHAS. E.	†*MACDONELL, A. O.	*SPAULDING, C. F.
*FORD, E. A. <i>by</i>	*MACMURDO, J. R.	†*SPAULDING, J. C.
GEO. H. HEAFFORD.	McFADDEN, E. P.	STARRING, HENRY
FOYE, CHAS. H.	McKINLAY, C. V.	*STENNETT, W. H.
*FEARY, H. T.	MAHONEY, J. V.	*STEVENSON, SAMUEL
GIVEN, JOHN	*MALCOLM, W. L.	TAYLOR, W. P.
GRANT, M.	*MASS, JOHN W.	*THRALL, W. A.
*HANCOCK, C. G.	MAYO, S. E.	*TOWNSEND, H. C.
HEAKES, F.	†*MILLER, F. A.	† VLIET, EDGAR
HILLS, F. C.	MILLS, W. A.	WADE, F. P.
HOLDEN, W. L.	*†MOREY, D. B.	WALDO, J.
HOLMES, D. E.	MURRAY, O. G.	WALLACE, J. J.
*HOOPER, S. K. <i>by</i>	*MYERS, F. R.	*WEED, W. H.
P. B. LOOMIS	*NASON, GEO.	WELSH, I. L.
*HOUSTON, W. J.	NOURSE, J. P.	WENTWORTH, H. C.
*HOWARD, C. R.	*O'BRIEN, W. L.	†*WETHERELL, E. F.
*HUBBARD, S. D., JR.	OGDEN, JAS. R.	WHITE, ALFRED
HUNTLEY, C. C.	*PAGE, J. H.	*WHITE, W. F.
IVES, C. J.	*PENFIELD, T.	WILD, FRED.
JAY, M. S.	*PIERSON, S. F.	*WILLIAMS, W. B.
*JOHNSON, W. P.	*PICKENS, S. B.	WILSON, E. P.
KELLOGG, J. L.	*POPE, A.	*WBENN, B. W.
†*KELLY, C. R.	*POWELL, SAMUEL	YOUNG, E. S.
†*KENDALL, A. C.	PRINTUP, J. C.	ZIMMERMAN, D. M.
†*KENDRICK, D. M.	RILLIE, ROBT.	

Total members, 141. Present, 83.

Samuel Stevenson was elected member of the Executive Committee, in place of E. St. John, whose term of office expires with this meeting.

The address being next in order, the Convention took a recess fifteen minutes, to allow such members as had ladies with them an opportunity of inviting them to be present.

On reassembling, Mr. S. F. Pierson delivered a very interesting and instructive address, which will be found on pages 436 to 444 of these proceedings.

The election of a member to deliver the next address being in order, several gentlemen were nominated, among them T. L. Kimball. A vote was taken on electing him to the position, and resulted in the unanimous choice of Mr. Kimball to deliver the address at the annual meeting of 1877.

The following preamble and resolutions were offered by W. B. Shattuc :

Whereas, The past has demonstrated the fact that the rates on Centennial tickets are too high ; therefore, be it

Resolved, That the rates on Centennial tickets be reduced to one full fare to New York and return ; and to Philadelphia and return the rate shall be one dollar less than to New York and return, from Detroit, Toledo, Cleveland, Crestline, Columbus and Cincinnati, or points west or south thereof. Tariff rate adopted by the Louisville Convention to govern in making round-trip rate to New York.

Resolved, That no line shall be permitted to sell round-trip Centennial tickets, unless they participate in the reduction on basis of one full fare for the round trip.

On motion, the resolutions were committed to a Committee of fifteen, consisting of Messrs. Shattuc, Boyd, Cole, Abbott, Myers, Macmurdo, Carey, Lord, St. John, Follett, Pope, Johnson, Nason, Morey and Pierson, with instructions to report at 4 P.M.

On motion, adjourned to 4 P.M.

4 P.M.

The Committee on foregoing resolutions reported that owing to the diverse opinions existing in the minds of the Committee, they could not come to any understanding in regard to it, and therefore

returned the resolutions to the Convention without recommendation, and asked to be relieved from further consideration.

Report received and Committee discharged.

It was moved that the resolutions be adopted.

Lost, on a call of the ayes and noes, by the following vote:

Ayes—Messrs. Abbott, Brydon, Doyle, Houston, Hubbard, Johnson, Kimball, Macmurdo, Miller, Pierson, St. John, Shattuc, Snow, Stennett, Stevenson, W. F. White, Williams—17.

Noes—Messrs. Atmore, Boyd, Boyleston, J. W. Brown, J. D. Brown, Butterfield, Campbell, Ellis Clark, Cole, Cummings, Danley, Davant, Follett, Ford, Hancock, Knight, Kelly, Lord, Mayo, Myers, Nason, O'Brien, Pope, Powell, C. F. Spaulding, Thrall, Wrenn—27.

It was moved that the resolutions be divided, and acted upon separately.

Lost.

As a substitute for the resolutions offered by Mr. Shattuc, he moved the following:

Resolved, That the rates on Centennial tickets be reduced to one full fare to New York and return, and to Philadelphia and return the rates shall be one dollar less than to New York and return, from Detroit, Toledo, Cleveland, Crestline, Columbus and Cincinnati, or points west thereof.

A motion to lay the above resolution on the table was adopted.

E. A. Ford offered the following resolution, which was adopted:

Resolved, That the Convention tariff taking effect May 1st, 1876, be continued in force until the trunk lines get together and abolish the present special rates on limited tickets between through points, after which a special meeting of the Association shall be called to establish and publish the regular rates which may be agreed upon at that time.

Adjourned to 9 A.M. Saturday.

SATURDAY, 9 A.M.

The following communication was presented to the Association, and read by the Secretary :

NEW YORK, September 5th, 1876.

To the General Passenger Agents' Convention :

GENTLEMEN—May I take the liberty of suggesting to your able body the propriety of fixing a tariff on the transportation of dogs over railroad lines? A fixed price from point to point, or per one hundred miles or more, on dogs, as there is on passengers, would enable sportsmen to know whether to transport their dogs or not, and thus increase the attendance at bench shows, enhance the comfort of sportsmen generally, and probably be of benefit to railroad companies.

Respectfully yours,

GREENE SMITH,

President National Sportsmen's Association.

T. C. BANKS,

Corresponding Secretary.

On motion, laid on the table.

The following amendment to the Constitution, laid over from last Convention, was put upon its passage and adopted :

Article 5th shall read : "The Association shall hold two stated meetings in each year, at such times as may be fixed in the By-Laws. The location of next meeting shall be designated by each preceding meeting, immediately after the adoption of the schedule of passenger rates.

"Each member, when his name is called, shall designate the place of his choice, and the place named by a majority of those present, shall be fixed as the place for holding such next meeting."

The following amendments to By-Laws were presented at the Saratoga Convention, September, 1875. There being but few members present, it was deemed advisable to lay them over until the next meeting, and being inadvertently passed over at that time, were now called up and adopted.

A. V. H. Carpenter offered the following as amendments to the By-Laws :

SEC. —. Insert after the word "reported," in the twelfth line of said section, on page 312 of proceedings, September, 1873, the following : "*Provided, however,* That the Committee may adjourn from time to time, or from place

in place, pending the session of the Convention, by a vote of two-thirds of the members present."

Amend first clause of Section 7 by adding thereto, "Upon report of the Committee of the Whole."

Strike out the 3d, 4th, 5th, 6th and 7th clauses of said section.

Amend Section 13 by adding thereto the following: "The rules of the Association, as herein provided, or any order of business pending under the same, may be temporarily suspended, for consideration of any specific matter, by a two-thirds vote of the members present."

W. B. Shattuc offered the following resolution:

Resolved, That from September 15th instant, the rates for round-trip Centennial tickets be reduced to the sum of the present cut rates both ways, between any given point and New York, and that the round-trip Centennial rate to Philadelphia be one dollar less than to New York from the territory east of Detroit, Toledo, Cleveland, Crestline, Columbus, Cincinnati, Chicago and St. Louis, and that all such tickets to be stamped void after November 30th.

To which E. St. John offered the following amendment:

That lines west and southwest of Chicago and St. Louis shall make a reduction of thirty-five per cent. from regular rates, as quoted in Convention rate-sheet in effect May 1, 1876, and that lines south of the Ohio river make a reduction of twenty-five per cent. from such rates; and that any line declining so to do, shall be debarred from selling round-trip Centennial tickets.

The ayes and noes being called for on the adoption of the amendment, it was passed by the following vote:

Ayes—Messrs. W. H. Andrews, Brydon, Carpenter, Cole, Doyle, Egan, Follett, Hancock, Hubbard, Johnson, Kimball, Kingsbury, Macmurdo, Malcolm, Myers, Miller, O'Brien, Page, Pierson, St. John, Snow, Thrall, Townsend, W. F. White and Williams—25.

Noes—Messrs. Atmore, J. W. Brown, J. D. Brown, Carey, Danley, Davant, Drane, Knight, Kelley, Lord, Morey, Nason, Penfield, Powell, Shattuc, Wrenn—16.

The ayes and noes being called for on the adoption of the resolution as amended, it was passed by the following vote:

Ayes—Messrs. Abbott, H. B. Andrews, Atmore, W. H. Andrews, Brydon, Carey, Carpenter, Cole, Danley, Doyle, Egan, Follett, Ford, Hancock, Johnson, Kendrick, Kimball, Kingsbury, Kelly, Lord, Malcolm, Morey, Myers, Miller, Nason, O'Brien, Page, Penfield, Pierson, St. John, Shattuc, C. F. Spaulding, Snow, Thrall, Townsend, W. F. White, and Williams—37.

Noes—Messrs. J. W. Brown, J. D. Brown, Hubbard, Macmurdo and Powell—5.

On motion, the resolution of E. A. Ford, adopted at yesterday's session, whereby the schedule of rates in effect May 1, 1876, was to stand until further action, was reconsidered; when the Convention went into Committee of the Whole on Rates, and adjourned until 2 P.M.

2 P.M.

The Committee on Rates elected E. St. John, Chairman, and continued in session during the afternoon and evening.

MONDAY, 9 A.M.

Committee on Rates reported schedule revised.

On motion, they were adopted, to take effect November 1, 1876.

The roll being called according to Constitution, St. Louis received a majority of the votes, and was declared the place for holding the annual meeting of 1877.

J. W. Cary offered the following resolution, which was adopted:

Resolved, That Centennial rates to Philadelphia *via* New York, and return *via* New York, from the points mentioned in resolution adopted on Saturday, be made \$1.00 higher than New York.

C. E. Follett moved the following, which was adopted :

That Centennial rates from common points be made up, and that the Secretary have them printed in circular form, and distributed to each road.

OBITUARY.

Since the last meeting, two of our number have been called from this busy life, and "gone to that bourne from whence no traveler returns."

In our Association, composed as now of some 140 members, the hand of death has visited us lightly.

The last time we had occasion to place upon our records an expression of feeling toward a departed fellow-member, was in 1867, more than nine years ago. Who among us can keep back the grateful feeling that the merciful hand of an All-wise Father has been over us in a remarkable degree, and to His beneficence only are we indebted for this freedom from the pain and anguish consequent upon the death of any of our number.

In the short six months since we last met as a body, two have been taken from our midst, and it is appropriate that our records should show that, though absent, they are not forgotten.

M. B. Goodrich, General Ticket Agent of the Cairo & Vincennes Railroad, and F. B. Kennedy, General Ticket Agent of the Indianapolis, Cincinnati & La Fayette Railroad, are gone from among men. No attempt will be made to eulogize their memories. Suffice it to say that, in a business way, they were quiet and unassuming, filling the daily round of their official duty with promptness and effectiveness, each in his special circle beloved and honored.

In order to give proper expression to our feelings, it is moved *that the following resolution be spread upon our records, and a*

printed copy of these proceedings forwarded to each of the families of the deceased:

Resolved, That we bow in humble submission to that decree of Divine Providence which has called from our midst M. B. Goodrich and F. B. Kennedy co-laborers with us in the routine of official duty.

May the hand which "tempers the wind to the shorn lamb" also soften the bereavement which, by this dispensation, has fallen on the friends of each.



E. St. John moved the following, which was adopted:

That the thanks of this Association be hereby tendered to the proprietors of the St. Nicholas Hotel, and to Messrs. Jarrett & Palmer, for courtesies extended.

Adjourned.

C. P. ATMORE, *President*.

H. C. WENTWORTH, *Vice-President*.

SAMUEL POWELL,
Secretary.

Executive Committee—C. K. LORD, W. L. O'BRIEN, SAMUEL STEVENSON.

to place, pending the session of the Convention, by a vote of two-thirds of the members present."

Amend first clause of Section 7 by adding thereto, "Upon report of the Committee of the Whole."

Strike out the 3d, 4th, 5th, 6th and 7th clauses of said section.

Amend Section 13 by adding thereto the following: "The rules of the Association, as herein provided, or any order of business pending under the same, may be temporarily suspended, for consideration of any specific matter, by a two-thirds vote of the members present."

W. B. Shattuc offered the following resolution :

Resolved, That from September 15th instant, the rates for round-trip Centennial tickets be reduced to the sum of the present cut rates both ways, between any given point and New York, and that the round-trip Centennial rate to Philadelphia be one dollar less than to New York from the territory east of Detroit, Toledo, Cleveland, Crestline, Columbus, Cincinnati, Chicago and St. Louis, and that all such tickets to be stamped void after November 30th.

To which E. St. John offered the following amendment :

That lines west and southwest of Chicago and St. Louis shall make a reduction of thirty-five per cent. from regular rates, as quoted in Convention rate-sheet in effect May 1, 1876, and that lines south of the Ohio river make a reduction of twenty-five per cent. from such rates; and that any line declining so to do, shall be debarred from selling round-trip Centennial tickets.

The ayes and noes being called for on the adoption of the amendment, it was passed by the following vote :

Ayes—Messrs. W. H. Andrews, Brydon, Carpenter, C. Doyle, Egan, Follett, Hancock, Hubbard, Johnson, Kimball, Kingsbury, Macmurdo, Malcolm, Myers, Miller, O'Brien, Pierson, St. John, Snow, Thrall, Townsend, W. F. White & Williams—25.

Noes—Messrs. Atmore, J. W. Brown, J. D. Brown, C. Danley, Davant, Drane, Knight, Kelley, Lord, Morey, Nason, Powell, Shattuc, Wrenn—16.

The ayes and noes being called for on the adoption of the resolution as amended, it was passed by the following vote :

headway until about 1825—a year which was prolific of progressive ideas. The successful use of steam locomotives was accomplished in France in 1826, and in this country three years later. In the same year (1829) six miles of the Charleston & Hamburg (S. C.) Railroad was completed, and, stimulated by the offer of a \$500 prize, a brilliant inventor constructed a locomotive horse-power, the horse working on an endless-chain platform. But the spirit was awake, and no such trifling would answer the demand of the times. That year witnessed the introduction of the steam locomotive on the Delaware & Hudson Canal Company's road at Honesdale—its first successful use in this country. In this year, also, the steam locomotive passed from the partial realization of a crude idea to the fullness of assured success, by the introduction of improvements which, for importance, have not been exceeded in the subsequent remarkable history of this motor. I refer to the multitubular boiler, the exhaust blast, and the direct connection of the steam cylinders to one axle and one pair of wheels. The coaches for passengers at this time were after the model of stage coaches, and the goods wagons were what that name implies. Since that beginning in 1829, the child has grown to be a giant. There have been improvements in the sliding valve, improved brakes and platforms, improved carriages with luxurious appointments, improvements in way. T rail, rolled steel, fish-bar joint, and a thousand appliances, have added efficiency, safety and comfort. Since that day of small things, a mighty empire has grown up, with railroads for its chief highways. The people of the East, only fifty years ago, found the value of their productions counter-balanced by the cost of transportation within an extremely short radius, and the earlier history of the colonies and original States shows how they were confined to the shores of the sea or the navigable rivers, here as elsewhere in the world. The introduction of railroads changed the scene. The unfruitful barrens of the Eastern slope, from whose unwilling soil our fathers had wrung their subsistence, were deserted for the vast fertile savannas of the interior. Wild animals and men gave place, as if by magic, to the appliances of peaceful arts and the homes of enlightened peoples. Ten thousand miles of road, now in existence, were projected and built, not to meet the necessities of existing settlements, but to redeem and prepare a country in advance for the incoming hordes of the East. As a civilizer and a peacemaker, the railway was found to be the most successful of all mechanical appliances, and a valuable auxiliary to the missionary and philanthropist. The East and West shook hands. The Indian prostrated himself while the Pacific train thundered by, and thought it the chariot of the Great Spirit. Gentle showers distilled on plains that before knew not the dew. The mountains yielded treasures, and the plains their cattle.

In this hundredth year of the Republic, and forty-seventh year of successful railway enterprise, the United States has in active operation 75,000 miles of railroad, representing an investment of nearly five thousand millions of dollars. Half a million men are engaged in maintaining and operating these roads, and five per cent. of our whole population depend upon this industry alone for their daily bread. The system has given rise to many auxiliary industries; has made political and social unity possible in a vast domain, and its tendency here, as elsewhere in

the world, is toward the homogeneity of peoples, the assimilation of races, the advancement of the arts, and to peace and good will among men. As an adjunct to military strategy, the railway doubtless performs an important office; but as a preventer of military necessities, it is even more important. The iron bands of commerce are stronger than prejudice; the conservatism of trade more potent than fiery logic. We cannot, without violence to our feelings, fight the men at whose tables we sit, and whose wine we have tasted. Nor do we stir up acrimony with the men who buy our products and sell us luxuries. Yet all this interchange between separate peoples is more common now than it was twenty-five years ago between cities of the same State. It may be that the last great wars of civilization have not yet been fought, but certain it is that most of the military establishments of Europe are maintained with reference to contingencies which are every year less liable to occur. Mexico has lately astonished the world by the re-election of a live President to a second term, a feat of civilization which that much-disturbed State could hardly have accomplished but for the presence of the ubiquitous locomotive.

It would be pleasant to consider this agent of a grand beneficence as free from the blemishes and hitches that afflict all other human schemes; highly poetic and cheerful, to regard this new Minerva as springing *full armed* from the brain of the nineteenth century; but, unfortunately, there are difficulties. The first necessity of any railroad, the exercise in its behalf of the right of eminent domain, brings it in sharp contact with those persons through whose premises it lies, and from this point on through its whole history, the corporation and the State, represented by individual constituents, are in a constant condition of dissatisfaction and litigation growing out of the undefined, or badly defined, legal relation which ought to subsist between two parties so indispensable to each other. The citizen trusts his person and his goods to the corporation for transport, and holds it to the most rigid account for safe delivery. He treats its property as an aggressor at his doors, and holds himself good for a vigorous defense. He complains of local extortionate taxes the intruding property in his county according to his own views of its proper proportion; seeks through his legislature to control its prices of transportation; and when either actually, or in his imagination, the soulless corporation has filled the measure of its iniquity, he indulges in blundering, though well meaning legislation, which chokes enterprise, drives out capital, and in some instances increases the evils he attempts to remedy. And it is not a sufficient answer that many railroad companies are already bankrupt, and the remainder on their way to the same misfortune, as the result of doing his business at less than cost. He points to the fact that the average sum necessary to build every railroad in the United States is less than fifty thousand dollars per mile, while the nominal capital and debt is sixty-two thousand dollars per mile, and asks why he must pay the interest on the thousand millions of waste. He points to your inside corporations, and asks why he must pay, not only for what he has, but for what they have also. And so, with a sort of general idea that he is being swindled anyhow, the average citizen gives up that notion of right and wrong which guides him in other relations of life, and

comes to regard the railroad corporation simply with reference to what can be got out of it with impunity, whether legally or otherwise. And your experience will bear corroborative testimony with my own, that business men of high standing have not scrupled to deceive and cheat, and offer, in apology, that "anything is fair to beat a railroad company." Now, there is something wrong in all this, and a part of that something is the want of a definite understanding, on both sides, of the rights of things. Out of this grows, perhaps, nine-tenths of the petty litigation which keeps every railroad company in the country with a troop of lawyers in its pay, and business for them in every court on its line. The lower and more accessible courts and their juries are liable to look at the poor individual on one side, and the nominally rich corporation on the other, and decide cases with little reference to any other circumstance. Then there is the difference of legal relations in different States. What is illegal in one may be no breach of law in another State, through both of which the same railway passes. Contracts which are held of legal force in one State are held of less validity in another on the same line of road. Neither the passenger nor the railway official is able at all times to tell precisely the rights of each. Each attempts to carry out his own views, and collisions, ejections and law-suits are the consequence. Farther, the police regulations of our trains are of the crudest sort, and but for that general common sense and native chivalry of the American man, our passenger trains, moving rapidly from one criminal jurisdiction to another, would be safer places for malefactors than even the shady woods. I am not a lawyer, but as an outsider, a citizen and railroad man, I ask why it is not, at this point in the national history, pertinent to consider some plan of railway jurisprudence more comprehensive than the local cut-and try which makes up the mosaic of railroad law at the present time? Maritime law seems to be tolerably well defined and understood by those it most concerns, but it has had the wear and prescription of twenty-five hundred years. Can this country wait for generations to pass away while thirty or forty political subdivisions experiment with a national system which is the chief corner-stone of its wealth and security? Congress has already assumed powers under the Constitution in the matter of the Pacific roads. As a matter of sound public policy, it will doubtless assume similar powers in the matter of the Texas Pacific, which the people demand to be built. The Constitution originally empowered the Congress to "provide for the common defense," "to regulate commerce among the several States," "to establish post-roads," and "to constitute tribunals inferior to the Supreme Court."

Suppose, under these powers and precedents, the Congress should pass a general railway law, under which all future railway companies should be organized, and the advantages of which should be an inducement to existing companies to accept reorganization under its provisions. Suppose it should provide for a Bureau of Inspection, Law, Engineering and Statistics. It might provide for Railway Courts, similar to the Admiralty Courts we already have, for the jurisdiction of United States Railway Courts in railway cases, for such legislation as will render the rights and liabilities of railway companies uniform throughout the United States. It would provide for codifying and publishing railway laws, and reports of

important cases. It might provide for the commission of certain railway officials, upon the recommendation of the Superintendents, to be, while on duty, invested with limited powers as special police, with authority to arrest on view, to detain witnesses, and bring offenders before the most convenient local jurisdiction. And so on, of many other details in the service, there might be money saved, litigation saved, and excellent results to all promoted, if a dozen thorough business men, conversant with the whole subject, could be organized in a commission, by competent authority, and would set themselves at work to develop comprehensive plans which should meet the growing needs of the times.

But the legal relations of railways to the public are not the only ones that occasion anxiety. Its commercial relations are too frequently partial, accidental and unstable. Under the present customs, the natural result of excessive competition between lines connecting great commercial centers, is to tax unduly the business where no such competition exists; to build up one class of cities with an abnormal growth at the expense of other cities, and of the rural towns and districts; to draw the manufacturing interests away from the most convenient points, as regards power, material and labor, to the great railway centers, where alone it can secure cheap freights. It unsettles values in the general market, stimulates the passion for commercial gambling, and furnishes, more or less directly, abundant material for financial panics. Nor are the relations of most American railways entirely satisfactory to their owners and creditors. Fifty-two per cent. of the cost of railways in the United States is a debt upon the properties, and the interest on one-third of that debt failed of payment for the fiscal year of 1875. Of all the companies, less than one-fifth paid dividends for the same year on their shares. Gross and net earnings for the same year show a decrease. Meanwhile there is no relief for the mass of local business; there is general discomfort in the whole community of employees, growing out of reduction of wages and in forces, and the sick bond and stock holder cries out in disgust that "there is death in the pot!" There is some difference of opinion regarding the cause of the trouble; none regarding the fact that trouble exists. One thinks it is fast freight lines, commissions and drawbacks; another, that the corruption and mismanagement of officials is greater in this than any other business; another, that the capitalist has put too much water in his for it to have the requisite flavor of profit; another, that there has been too much consolidation; another, that there are too many railroads, anyway. All agree that there is something wrong. Mr. Adams has expressed, in a popular monthly, the idea that more consolidation is necessary, and the logical result of his views would seem to be that all the railroad properties, or at least their earnings, should be consolidated. The practical mind of Mr. Albert Fink has shed a flood of common sense on the subject, and he, too, favors "combination and organization." The leading minds of the profession are evidently looking that way, and just now the great panacea seems to be "pools." So we have oil pools, and stock pools, grain pools, and pools of general earnings; some of them, like Bethesda's pool, for healing, and some that are traps for the unwary. It is not for me to dissent from the general view which seems to prevail. But since the weight of the

whole responsibility does not rest directly on our shoulders, at this time it can do no harm to speculate on the possibilities of the future. Suppose, for instance, that the idea of a general combination and organization of all the competing interests in the United States can be brought about. The solvent and the bankrupt, the enterprising, the lame and the lazy, are all provided with a share of the competitive business, or the earnings from it; an arbitrary uniform tariff is maintained, and the whole business of negotiation with the public resolves itself into a simple question and reply. Would such a system possess within itself the elements to naturally perpetuate it? There is nothing in it of necessity to regulate exorbitant local rates, or in any way to change their present status. The great municipalities would still demand low rates and excessive privileges as against the country towns, and against each other, and, unless their views were consulted, more roads would be built, and there would be opportunity for more pooling. Then, too, actuated by a common interest, with the habit of successful concerted action, railway companies would more and more closely affiliate; would become less conservative in their management, and a jealousy already aroused might gather point and force. Might not the great public come to regard this combination and organization of billions of capital in an enterprise which has its finger-mark on every man's lintel, as a standing menace, to be curtailed at every possible turn, to be legislated against, weakened in every way, and, perhaps, be resisted by more original and determined methods. And would not the other, then, in self-defense, be driven to do many things inconsistent with the best interests of all? All of us have great confidence in the good sense and free ways of the American citizen, but is it not just possible that he might come to fear the giant whose aid he had invoked? Would not such an inelastic system possess elements which, nursed to their legitimate maturity, would endanger the security of a rather loose political estate? And if the business of consolidation were not carried quite to this extent, would it not fail, in a measure, of its object? But if more combination should fail to cure the evils which all admit to exist; if we discover that the difficulties inhere to the general plan; that compromises will not change them; that their natural growth is worse instead of better; that the bulk of railway management is to reconstruct to-day on the ruins of what we builded yesterday; when we have grown tired of this monotonous play, what next?

We turn, by a natural antithesis, to consider what might be accomplished in an opposite way, and suggest the separation of the ownership and maintainance of railways entirely from the business of conducting transportation. Suppose the real estate of railroads to remain, as now, in the hands of present companies, or others able to own them. Let them be carefully maintained, under Government inspection, if necessary, and be thrown open, upon equitable terms, for all wishing to engage in the transportation of persons or property, charging a toll for road service so rendered. This would throw all the most difficult portion of the service open to the competitive enterprise of thousands of small proprietors. There would be power companies, to furnish engines, fully manned, for every variety of service. There would be fast passenger lines, in particular localities, offering every luxurious

own and keep the freight cars adapted to their use, simply paying for the use of the cars and hauling. If large shippers were not satisfied with the terms of the companies making it a specialty, they could do the business themselves on even terms. The elements of a healthy competition would be put into the local trade, and that without danger to the great financial system which would pay for doing would be done. That which would not be done at the expense of other business, or of distant and helpless John Doe and Richard Roe might, it is true, indulge in an excessive competition of passenger rates between New York and Patterson, and the said Doe and Roe to the wall, financially, and cause his stock of passenger coaches to be seized by the Sheriff; but the failure would not throw Wall street into convulsions, nor make half Europe blow its fingers, like a scalded child. The Blue Islands and South Shore might play too many smart tricks with each other, and one or both, climb the tree of "difficulty"; but the great sea of commerce would be no more tumult thereby than if a shoe firm in Boston, or a packing house in Cincinnati, had gone up. Nor would the cost of transportation be necessarily increased. The old adage regarding the "little farm well tilled," would have a direful application. The vast amount of supplies necessary to be bought and sold annually would require careful and economical inspection of direct owners, would save to the consumer, and eventually to the public, the large sum which is now paid *sub rosa*, or to agents and rings, in the shape of commissions, profits or steals. The waste of the proprietor would reduce to its utmost minimum that waste and extravagance which always, in a greater or less degree, afflict great corporations, whether public or private. Such a plan would enable small towns to build railways of their own, to place them in connection with adjacent leading routes; and the operation of such roads by municipal corporations would be free from the principles now urged with so much force against it. Farmers' clubs could build their own roads, assessing their membership in labor, ties, way, etc., for almost every-

than those which afflict the present mode. So radical a change, however, is not likely to occur at once, if ever. Capital is conservative, and capitalists proverbially timid about change. It would be difficult for the class of men in charge to undertake a system of things which would certainly deprive them of their own power and influence, in a measure. In a country like ours, where the military establishment offers trifling rewards for ability, beyond the chance of being unpoetically scalped by a savage, and where political place is frequently an unseemly dependency, rather than a position of honorable leadership, there really is no scope for men of force and brains, who have not capital, except in the railway service. And they have it there. The successful management of one of our great railways calls for all the art and capability of Statecraft. There is propriety and place there for the highest development of the best minds. There is law and hydrostatics, and political economy and engineering, and discipline and finance, and diplomacy, and, if the latter has more attention than moral science, be sure there are not wanting managers' desks where the "word fitly spoken" has done its silent office. Then there is the administration of affairs, and promotions by rank and for reward, and justice—poetic, sometimes. Then there are railroad wars which, not unlike other wars, form an important feature of our history. Like others, they cost a great deal, and don't bring back anything but glory; and they are frequently, like other wars, the result of prejudice, bad information from unworthy sources, and are stimulated, like other wars, by the *esprit-du-corps* of great organizations, the approving shouts of the multitude, and the desperate valor of captains courageous as Artemus Ward, who was bound to support the war to "the extent of sacrificing all his wife's relations." Whether, if department officers themselves furnished the cost, many of these contests would not be saved, we may never know. Be it as it may, there would be some trouble in so radical a change of existing habits and theories as the introducing of the plan suggested, and yet, in the great cauldron of ideas and notions and suggestions which is just now being stirred up, even this one may find a place. It seems certain that the first fifty years of the railway system cannot have brought it yet to the high plane of its extent, power and usefulness as a corner-stone of our social and political, as well as commercial, institutions. But the problem of its advancement to its high possibilities is the great unsettled problem of to-day. No political or social question equals it in magnitude or importance. Up to this time the railway system is an accident. The mass of railway men are so by accident. Self-made men, many of them; strong and bright in their special departments of duty. Their day is passing. The railroad men of the next half-century may not be more honest, earnest, forceful or faithful, but they will be men of broader culture, of thought as well as action, who will work from the basis of principle more than prejudice. Nor will the system itself be much longer accidental in its leading characteristics. Exact science must supersede guess-work. It is useless to expect time to float everything into security and prosperity. It would take another thousand years. It is the peculiar province of the American to *create things fit*. Whether it is or not, he thinks it is. Without the support of precedent, or the cumulative judgement of generations of writers and thinkers, he

is obliged to calculate from the stand-point of salient necessities. He cannot lean on the judgment or experience of the Old World, which also has railways, because there they exist under different political conditions. There is the need, and we have the men. And it will be strange if the next few years do not witness radical improvements in railway management, which will be as directly the result of the American inventive faculty as are any of the improvements in mechanical appliances.

Gentlemen of the Association, I congratulate you on the fact that your organization is not only the oldest railway body of its kind, but that some of the best suggestions relative to the general subject have had their birth in the discussions of this body. It is matter of just pride that in the more than twenty years since your first organization, so much of value has been done, and so much which might have been harmful has been left undone. Perhaps, not the least subject for congratulation is the fact, that incidentally to our duties as railway men, we have been able to do so much in the way of strengthening the ties of commercial and personal attachment between the different sections of our common country. What another hundred years may bring, no one of course can tell. The capacity of the National area is sufficient to support a vastly increased population. It may be that the sun of the next Centennial year will shine on myriads of happy people, where now is only the great silence of the wilderness. It may flash from the domes and windows of thousands of seats of learning, and glint from the spires of countless churches where now there is trackless waste. It may be that through all the land every hamlet will hear the clarion salute of the locomotive, and that a thoroughly constituted system of inter-communication will make all sections of the vast area a unit: one in interest, in ambition, and in achievement. It will be a fitting climax to all this eventful history through which we are now passing, if, by the cosmopolitan habits and tastes thus engendered, and the fraternal feeling thus promoted, the American citizen shall come to know "no north, no south, no east, no west," but, following his profit, his comfort, his caprice, he may roam at will through our varying climes, and find in every section his country and his home.

PROCEEDINGS OF CONVENTION
OF THE GENERAL
TICKET AND PASSENGER AGENTS'
ASSOCIATION.

ST. LOUIS, March 9th, 1877.

Annual Convention called to order at the Southern Hotel, at 11 A.M., by the Vice President, H. C. Wentworth.

The following is the present list of members. Those marked with a * were in attendance; those marked with a † have become members since the last Convention :

*ABBOTT, JOHN N.	BROADUS, J. M.	CLEAPOR, P. L.
*ANDERSON A.	BRONSON, H. M.	COBB, G. W.
ANDREWS, H. B.	*BROOKS, E. J.	*COLE, L. M.
ANDREWS, W. H.	*BROWN, J. D.	†*CONE, C. S., JR.
†*ANGELL, JOSEPH	*BROWN, JOHN W.	*CONNOR, GEO. L.
*ATMORE, C. P.	*BUTTERFIELD, THEO.	†*CORNELL, D. E.
BACON, R. A.	*CAMPBELL, REAU.	CUMMINGS, S. W.
BADGER, THOS.	*CAREY, S. E.	*DADMUN, G. A.
BALDWIN, H. P.	*CARPENTER, A. V. H.	DAILY, JAMES
*BOYD, D. M., JR.	*CARY, J. W.	*DANIELS, G. H.
†*BOYDEN, J. C.	*CHARLTON, JAS.	*DANLEY, W. L.
*BOYLSTON, S. C.	CLARK, ELLIS	*DAVANT, T. S.
BRAINORD, E., JR.	CLARK, F. W.	*DAWES, A. C.

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|---------------------|-------------------|------------------------|
| *DEPEW, H. S. | †*LANE, J. W. | †*RUPERT, J. G. |
| DODGE, D. C. | †*LAURENCE, G. D. | †*RUPERT, L. M. |
| *DOYLE, P. C. | *LEAVITT, J. F. | *ST. JOHN, E. |
| *DEANE, H. M. | *LORD, C. K. | *SANBORN, G. G. |
| *DURFEE, W. M. | *LOWELL, P. | *SCOTT, C. N. |
| *DURKEE, C. E. | *LYMAN, B. | *SHATTUC, W. B. |
| EDGAR, WM. | LYON, J. A. | SMITH, E. H. |
| *EGAN, JOHN | *MACDONELL, A. O. | *SNOW, F. E. |
| *FILKINS, L. W. | *MCFADDIN, C. P. | SPRAGUE, JACOB, JR. |
| FINLAY, SAM'L | *MACABE, CHAS. | SPaulding, C. F. |
| *FITCH, CHAS. L. | *MACMURDO, J. R. | *SPaulding, J. C. |
| *FLANDERS, D. J. | *MAHONEY, J. V. | *STARRING, HENRY |
| *FOLLETT, CHAS. E. | *MALCOLM, W. L. | *STENNETT, WM. H. |
| *FORD, E. A. | *MASS, JOHN W. | *STEVENSON, SAMUEL |
| FOYE, CHAS. H. | *MAYO, S. E. | TAYLOR, W. P. |
| FEARY, H. T. | *MILLER, F. A. | *THALL, W. A. |
| †*GAY, J. W. | †*MILLER, J. Z. | †*THOMPSON, R. W., JR. |
| GIVEN, JOHN | †*MILLS, B. F. | †*TILTON, J. A. |
| *HANCOCK, C. G. | *MILLS, W. A. | *TOWNSEND, H. C. |
| †*HEAFFORD, G. H. | *MOREY, D. B. | †*UTT, J. E. |
| *HEAKES, F. | MURRAY, O. G. | *VLIET, EDGAR |
| *HILLS, F. C. | *MYERS, F. R. | *WADE, F. P. |
| *HOLDEN, W. L. | *NASON, GEO. | *WALDO, J. |
| *HOLMES, D. E. | *NOURSE, J. P. | WALLACE, J. J. |
| *HOOPER, S. K. | O'BRIEN, W. L. | *WEED, W. H. |
| *HOWARD, C. R. | OGDEN, JAS. R. | *WELSH, I. L. |
| HUBBARD, S. D., JR. | *PAGE, J. H. | *WENTWORTH, H. C. |
| HUNTLEY, C. C. | †*PARKER, S. S. | †*WENZ, J. A. |
| *JAY, M. S. | *PENFIELD, T. | WETHERELL, E. F. |
| *JOHNSON, W. P. | *PERRY, JOHN H. | WHITE, ALFRED |
| KELLOGG, J. L. | *PIERSON, S. F. | *WHITE, W. F. |
| *KENDALL, A. C. | *PICKENS, S. B. | *WILD, FRED |
| KENDRICK, D. M. | POPE, A. | *WILLIAMS, W. B. |
| *KIMBALL, THOS. L. | *POWELL, SAMUEL | WILSON, E. P. |
| KING, GEO. S. | †*PRATT, HENRY | †*WISHART, D. |
| KINGSBURY, J. A. | PRINTUP, JOHN C. | *WRENN, B. W. |
| †*KNAPP, A. J. | *ROBERT, J. A. | YOUNG, E. S. |
| *KNIGHT, RAY | ROGERS, E. P. | ZIMMERMAN, D. M. |

Total members, 158. Present, 107.

D. M. Boyd, Jr., was represented by L. P. Farmer, and W. V. Durfee by O. H. Briggs.

It was moved and adopted that rule as per Section 9 of By-Laws be suspended, and that the President be directed to invite all regular

railroad men to meet with the Association at its sessions at this Convention, unless otherwise directed by the Chair.

The election of officers being next in order, the President appointed Messrs. Wrenn and Daniels as tellers.

On balloting for President, H. C. Wentworth received all the votes cast, and was declared elected to that office for the ensuing year.

For Vice-President:

S. F. Pierson.....	49
W. L. Danley.....	23
J. R. Macmurdo.....	15

S. F. Pierson was declared duly elected.

For member of the Executive Committee:

W. F. White.....	33
Geo. Nason.....	24
S. B. Pickens.....	21
W. B. Shattuc.....	1
J. H. Page.....	1
Blank.....	1

There being no choice, a second ballot was had with the following result:

W. F. White.....	45
Geo. Nason.....	29
W. B. Shattuc.....	2
Geo. H. Heaford.....	2
E. A. Ford.....	1
L. W. Filkins.....	1
J. H. Page.....	1
Blank.....	1

W. F. White was declared elected.

The reading of address being next in order, a recess of fifteen minutes was given in order to give the ladies and friends of members an opportunity to be present and hear the same.

On re-assembling, Mr. T. L. Kimball delivered a very able paper, the commencement of which will be found on page 458 of these proceedings.

Adjourned to 3.30 P.M.

3.30 P.M.

The election of member to deliver next address being in order, several names were put in nomination, and among them that of James Charlton. A vote being taken, Mr. Charlton was elected to deliver the address at the semi-annual meeting of 1877.

On motion, the Convention resolved itself into a Committee of the Whole on rates, with S. F. Pierson as Chairman.

The following resolution was offered and adopted:

Resolved, That the Chair appoint a Committee of thirteen to draft and recommend some plan to prevent scalping; the same to be reported to the Association on Saturday morning for their consideration.

Chair appointed Committee as follows:

Messrs. Atmore, Abbott, Cole, Farmer, Wentworth, J. W. Cary, Follett, Dawes, Johnson, Cone, O'Brien, Wrenn, and S. E. Carey.

Committee in session on rates until 6 P.M.

Adjourned to 9 A.M., Saturday.

SATURDAY, 9 A.M.

Committee arose to allow Association to take up subject matter of resolution on which Committee was appointed yesterday.

Chairman reported that the Committee had met and adopted the following resolution, which was submitted to the Association.

Resolved, That the Committee recommend to the Association the issue of limited tickets between such points as may be agreed upon by the roads in interest. Such limited tickets to be confined in their use for passage to a time that will not exceed twenty-four hours beyond the schedule time for continuous passage, and the limited time shall in all cases be reckoned from and including the actual day of sale.

The resolution was discussed at length, and, on motion, adopted.

It was moved,

That a Committee of three be appointed by the President to arrange and report a uniform style of limited ticket, to be adopted by the Association in all cases where such tickets are issued.

Adopted.

Messrs. Myers, Kimball and Follett were appointed as such Committee.

By common consent, the place of next meeting was discussed, and notice given that a place may be designated that will be acted upon at the proper time, as named in the Constitution.

Montreal, New York, St. Louis and Louisville were named, and New York recommended by vote.

The Committee on form and style of Limited Ticket reported the ticket printed on page 456, and recommended its adoption.

On discussing the question of ticket, a difference of opinion in regard to the form to be used arising, another Committee was, on motion, appointed, consisting of Messrs. Thrall, Charlton and St. John, to present a form of ticket in consonance with views expressed, that an improvement might be made in the one recommended by the first Committee.

Adjourned to 3 P.M.

3 P.M.

Committee on Ticket not being ready to report, Committee of the Whole took up the question of rates.

It was moved,

That unlimited-ticket rates be made the sum of the locals of the routes over which tickets are issued.

Lost.

4.30 P.M.

Committee rose, and the Association convened to receive report of Committee on Ticket.

The Committee recommended the form of ticket printed on page 457.

The merits of the two forms of tickets was discussed at length, and vote taken by roll as to which should be adopted.

The vote stood 35 for the short one, 16 for the long one, and 13 for both.

The short one was declared carried, and adopted by the Association as the one to be used.

It was moved,

That when a party holding a limited ticket is unable to complete his journey by reason of sickness, or other sufficient unavoidable delay, any unused portion of such ticket may be taken up by a road in interest, and a regular ticket given in exchange over the same route, charging the party the difference between regular and limited rates from such point. The road taking up such ticket may return the same to the road which issued it, and the proportion of rate due on such coupon shall be reported to the road returning same.

Adopted.

It was moved,

That in all cases where separate forms of special tickets are not used, a special contract shall be attached to the regular ticket to make it special, and the coupons thereof shall indicate the character of such ticket by having written or stamped across the face of each coupon the word "Limited," or by having the letter "L" punched in each coupon, as seems most advisable by the party issuing the ticket.

If the punch is used, the same letter shall cancel the dates, and be withdrawn from all other uses on such roads.

Adopted.

It was moved,

That the limited ticket agreed upon be placed on sale May 1st, 1877.

Adopted.

Is was moved,

That the Secretary be authorized to get bids for the "L" punch, and report to each General Ticket Agent, and, if satisfactory, they can send their order direct to party making lowest bid.

Adopted.

Adjourned to 7 o'clock.

7 P.M.

Adjourned to Monday, 9 A.M.

MONDAY, 9 A.M.

Went into Committee of the Whole on Rates, and continued on same, with necessary intermissions, until 11.30 A.M. of Tuesday, when, the schedule being completed, Committee rose and reported to the Association.

Committee reported rates as revised, and, on motion, they were adopted, to take effect May 1, 1877, except as to special rates, which were to take effect March 15, 1877.

The location of next meeting being in order, the roll was called, and resulted as follows :

Montreal.....	29
New York.....	22

seven hundred railways, only one hundred and fifty eight paid dividends in 1875, and still less in 1876. The net earnings of all the railways in the United States amounted to but five and two-tenths per cent. on their cost, in 1874, four and five-tenths in 1875, and four and three-tenths in 1876. Last year, according to the *Railway Age*, thirty of our roads, with a capital of two hundred and eighteen millions, were sold out under mortgages; receivers were appointed and foreclosures determined on by forty-six more, representing a capital of five hundred and thirty-eight millions, and ten new roads with one hundred and fifty-seven millions of capital were added to the list of defaulters. In the light of these facts, instead of the query: "How much less can we force railways to accept for their services?" is it not, rather, the vital question for this country to ask: "What can we do to save from total wreck the capital of men whose enterprises, more than all other influences combined, have made the America of to-day possible?" They have bound the states to the Union by bands of iron, and cemented the hearts of the people to the national sovereignty by ties of patriotic brotherhood which free intercourse alone makes possible in a country nearly equal in area to all Europe. They have extended the area of profitable agriculture till it now embraces nearly all this broad land, and shows a yearly product equal in value to our National Debt. They have made possible the development of the rich mining districts of the extreme western mountain regions, that now add nearly one hundred millions to the nation's resources in gold and silver every year. They have reduced the cost of transport from the hitherto useless plains and parks of that region for countless herds of cattle—raised and fattened there at merely nominal cost—so as to furnish cheap food to the east and Europe, and still leave a yearly profit of twenty-five to fifty per cent. to the producer; and they have multiplied the values of the public domain and of private property beyond all computation. When we reflect on these and innumerable other priceless benefits conferred upon the country by railway corporations,—all at so trifling profits to themselves,—is it not amazing that they should be made the victims of relentless persecution by our courts, juries and legislatures?

Were it possible for railways to accept less rates than now and live; may there not be a point below which the cost of carriage cannot be reduced without working injury to large portions of a country so varied in its resources and necessities as this? As powerful competing lines from the West and South to the East have multiplied, and rates declined, we have seen the rapid concentration of wealth and population on the Atlantic seaboard, in the great centres of commerce and manufacture of the East. Of the entire increase of population in New England, New York, New Jersey and Pennsylvania, for a period of twenty years, the last census shows that over eighty per cent. was confined to three hundred cities and manufacturing towns, and the increase in valuation was still greater in favor of these towns and cities. Is it not quite possible that much of the Western and Southern production which has been and will continue to be drawn to the East for market and manufacture by the continued cheapening of rates, might better be consumed at home by a Western and Southern manufacturing population? Old writers on political economy classified mankind as producers and consumers, but this was when all

product could barely afford a few days' journey by public roads without exhausting its value, and when the farmer drove his own corn and wheat to market. Since steam has separated the producer from the possible consumer thousands of miles, the "middle man" becomes an important factor in the modern problem of economy. He is a necessity, just in proportion as the distance increases between the producer and consumer, and is a burden to both—adding to the costs of one, and reducing the profits of the other. Whatever brings these two great classes together saves this loss and benefits both; and if experience shall prove that the minimum of profitable carriage has already been more than reached by our railways between the East and West, what may now seem a calamity to the Western granger may prove a blessing—in forcing the hungry hordes of the East and of Europe to seek their cheap food in the West, and by the establishment here of their manufactories and workshops, build up and develop this vast and fruitful region, and secure a more equal distribution of the population, wealth and power of the country.

Let me say in conclusion that railway corporations are not wholly blameless for the spirit of antagonism which has been invoked against them. There are not wanting conspicuous examples of bad faith and broken pledges on their part, by which public confidence has been forfeited. By denying the public all proper knowledge of their affairs, they have converted our governments into inquisitions which brook no concealment. By concealing the true financial condition and necessities of our struggling railways, and by false statements of their prosperity,—made to float heavy securities in Wall street,—they have aroused suspicion that the masses are being plundered to enrich these corporations, and rendered it easy for communists and demagogues, backed by a majority of the eight thousand papers and periodicals of the country, to lead them against railways by cries of extortion and robbery.

Since recent decisions prove that courts as well as legislators are but too apt to follow the currents of popular sentiment, railways must seek their just rights by an appeal to the love of justice and good sense of the American people. They must not underestimate the wealth and power arrayed against them in this contest with the producing classes. The agriculturists alone number twenty millions, led by six hundred thousand Patrons of Husbandry—organized into fifteen thousand distinct Granges; and the production of this class equals in two years the value of our entire railway system. In fact the producers represent the controlling forces of the nation, and if this power is to be wielded as now against railways, the days of their prosperity and highest usefulness are numbered; but if the people can be taught before it is too late to respect the rights of railway capital, recognize its value to them, abandon special legislation against it, and leave the railways to work out their destiny under that rule of exact justice to all which the experience of centuries has crystalized into the Common Law; then these two great forces,—the producing classes and railway capitalists,—operating in harmony, will carry on the work of building up the waste places and developing the resources of our country to grand results in the distant future which no eye can measure save that of Him "whose vision sweeps the cycles of time, and compared with which human sight is as the bat and the mole."

PROCEEDINGS OF CONVENTION

OF THE GENERAL

TICKET AND PASSENGER AGENTS'

ASSOCIATION.

BOSTON, Mass., September 14th, 1877.

Semi-Annual Convention called to order at the Hotel Brunswick, at 11 A.M., by the President, H. C. Wentworth.

The following is the present list of members. Those marked with a * were in attendance; those marked with a † have become members since the last Convention :

*ABBOTT, JOHN N. ANDERSON, A. ANDREWS, H. B. ANDREWS, W. H. *ANGELL, JOSEPH *ATMORE, C. P. *BACON, R. A. BADGER, THOS. *BALDWIN, H. P. †*BODINE, J. F. †*BONNER, WILLIAM †*BOOTHBY, F. E. BOYDEN, J. C. *BOYLSTON, S. C. BRAINORD, E., JR.	BROADUS, J. M. BRONSON, H. M. BROOKS, E. J. *BROWN, J. D. BROWN, JOHN W. † BUELL, F. S. *BUTTERFIELD, THEO. *CAMPBELL, REAU. *CAREY, S. E. CARPENTER, A. V. H. †*CARPENTER, W. A. *CARY, J. W. †*CHANDLER, F. *CHARLTON, JAS. †*CHIPLEY, W. D.	*CLARK, ELLIS CLARK, F. W. *CLEAPOR, P. L. COBB, G. W. *COLE, L. M. CONE, C. S., JR. *CONNOR, GEO. L. *CORNELL, D. E. *CUMMINGS, S. W. *DADMUN, G. A. *DAILY, JAMES *DANIELS, G. H. *DANLEY, W. L. *DAVANT, T. S. †*DAVANT, J. S.
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| †*DAVIDSON, W. M. | KING, GEO. S. | †*RICHARDSON, L. S. |
| DAWES, A. C. | †*KINGSBURY, C. E. | *ROBERT, J. A. |
| DEPEW, H. S. | KINGSBURY, J. A. | ROGERS, E. P. |
| DODGE, D. C. | KNAFF, A. J. | RUPERT, J. G. |
| *DOYLE, P. C. | KNIGHT, RAY | RUPERT, L. M. |
| *DRANE, H. M. | LAURENCE, G. D. | *ST. JOHN, E. |
| *DURFEE, W. M. | *LEAVITT, J. F. | *SANBORN, G. G. |
| *DURKEE, C. E. | †*LEET, A. B. | SCOTT, C. N. |
| *EDGAR, WM. | *LORD, C. K. | *SHATTUC, W. B. |
| *EGAN, JOHN | †*LOVERING, N. P. | SMITH, E. H. |
| †*FARMER, L. P. | LOWELL, P. | *SNOW, F. E. |
| FILKINS, L. W. | *LYMAN, B. | *SPRAGUE, JACOB, JR. |
| FINLAY, SAM'L | *MCDONELL, A. O. | *SPAULDING, C. F. |
| FITCH, CHAS. L. | McFADDIN, C. P. | *STARRING, HENRY |
| *FLANDERS, D. J. | MACABE, CHAS. | *STENNETT, WM. H. |
| *FOLLETT, CHAS. E. | *MACMURDO, J. R. | *STEVENSON, SAMUEL |
| *FORD, E. A. | MAHONEY, J. V. | TAYLOR, W. P. |
| †*FOSTER, J. E. | †*MANNING, S. W. | †*TAYLOR, JAMES L. |
| *FOYE, CHAS. H. | *MASS, JOHN W. | *THRALL, W. A. |
| FRARY, H. T. | *MAYO, S. E. | THOMPSON, R. W., JR., |
| *GAY, J. W. | *MILLER, F. A. | *TILTON, J. A. |
| †*GILSON, H. N. | MILLER, J. Z. | *TOWNSEND, H. C. |
| GIVEN, JOHN | *MILLS, B. F. | †*TUTTLE, LUCIUS |
| †*HALBERT, V. W. | MILLS, W. A. | UTT, J. E. |
| †*HALL, J. MORTON | MURRAY, O. G. | VLIET, EDGAR |
| † HALLOWES, J. M. | *MYERS, F. R. | WADE, F. F. |
| *HANCOCK, C. G. | *NASON, GEO. | *WALDO, J. |
| *HEAFFORD, G. H. | *NOURSE, J. P. | *WALLACE, J. J. |
| HEAKES, F. | *O'BRIEN, W. L. | WEED, W. H. |
| HILLS, F. C. | OGDEN, JAS. R. | WELSH, I. L. |
| HOLMES, D. E. | *ORME, A. J. | *WENTWORTH, H. C. |
| HOOPER, S. K. | †*PALMER, A. C. | WENTZ, J. A. |
| †*HOUSTON, W. J. | *PARKER, S. S. | *WETHERELL, E. F. |
| *HOWARD, C. R. | *PENFIELD, T. | WHITE, ALFRED |
| *HUBBARD, S. D., JR. | *PERRY, JOHN H. | *WHITE, W. F. |
| HUNTLEY, C. C. | *PIERSON, S. F. | WILD, FRED |
| *JAY, M. S. | PICKENS, S. B. | †*WILLIAMS, D. E. |
| †*JOHNSON, O. L., JR. | *POPE, A. | *WISHART, D. |
| *JOHNSON, W. P. | *POWELL, SAMUEL | WOODSON, J. A. |
| *KELLOGG, J. L. | *PRATT, HENRY | *WRENN, B. W. |
| *KENDALL, A. C. | PRINTUP, JOHN C. | ZIMMERMAN, D. M. |
| *KIMBALL, THOS. L. | | |

Total members, 169. Number present, 109.

J. W. Cary was represented by C. W. Fuller; H. C. Townsend by J. M. Hall for the Wabash Railroad, and B. F. Tichenor for the Toledo, Peoria & Warsaw Railroad; W. B. Shattuc by A. E.

Clark, and Keokuk Northern Line Packet Company by R. A. Snowden.

S. W. Cummings was unanimously elected a member of the Executive Committee in place of W. L. O'Brien, whose term expired with this meeting.

The following communication was received from Mr. Charlton:

CHICAGO, August 9, 1877.

H. C. Wentworth, President General Ticket and Passenger Agents' Association:

MY DEAR SIR—I regret to have to inform you that I now find that it will be impossible for me to prepare a paper in time for our next meeting. I do not feel that I could prepare anything with which I could in any way be satisfied, or that would be worthy the attention of the Association.

I sincerely hope that it is not yet too late to replace me.

Respectfully,

J. CHARLTON.

The President stated that he had asked several members to fill the vacancy occasioned by the declination of Mr. Charlton, but had been unable to find one who would do so; hence, no address would be made.

The election of a member to deliver the next address being in order, several names were put in nomination, and among them that of George H. Heafford.

A vote being taken, Mr. Heafford was elected to deliver the address at the annual meeting of 1878.

Adjourned to 3 P.M.

3 P.M.

Convention reassembled, and, on motion, resolved itself into Committee of the Whole on Rates, with E. St. John as Chairman.

Committee on Rates continued in session, with necessary intermissions, until 12 o'clock of Tuesday, 18th, when the schedule being completed, Committee rose and reported to the Association.

Committee reported rates as revised, and, on motion, they were adopted, to take effect November 1, 1877.

The location of next meeting being in order, the roll was called, and Jacksonville, Florida, received a majority of the votes cast, whereupon that city was declared as the place for holding the annual Convention of 1878. Time, March 8th, 1878.

The following resolution was adopted:

Resolved, That when new forms of tickets are prepared and placed on sale, a sample of same shall be sent to each road in interest.

It was moved and adopted,

That the second clause of the rule in regard to half-fares for children be changed to read as follows: "Children of five, and under twelve, years of age, half-fare."

The following communication from A. V. H. Carpenter was presented for consideration:

CHICAGO, September 12, 1877.

A cordial greeting to the Association. Sorry am detained from attendance. I wish to invite attention to a plan for conducting excursion and tourist traffic in the interest of railway owners, as distinguished from scalpers or speculators: The idea being to require signature to a contract, in duplicate, at the starting point, one copy thereof to be forwarded to the destination (or return starting point); the agent at starting point to sell ticket to such destination at full tariff rate, and give party an order on agent at destination for return ticket, at such a per centum of tariff rate as, added to the fare one way, shall make the desired per centum of tariff rate for the round trip.

On presentation of such order by the party to whom the outgoing ticket was sold, and on his or her identification as the party signing the duplicate contract aforesaid, such agent shall sell a limited return ticket at the agreed rate, the limit not to exceed forty-eight hours beyond schedule time between the starting and destination points. This idea is borrowed from the postal money-order system. I would suggest the appointment of a competent Committee, with W. A. Thrall as Chairman, to consider the matter, and report at the annual meeting next spring, a plan and specifications which will hold water, legally, and be practicable, with authority to procure all necessary printing—to perfect their report in the fullest manner—at the expense of the Association.

On motion, it was received, and ordered that a Committee of seven be appointed, to report to next meeting of the Association.

The President appointed as such Committee Messrs. Thrall, Carpenter, Heafford, Abbott, Farmer, Charlton and Atmore.

On motion, the following was adopted :

Whereas, The members of this Association and their families have been entertained, during their stay in this city, in a most princely manner ; therefore, be it

Resolved, That the thanks of this Association are hereby tendered to the resident Managers and General Passenger and Ticket Agents, and to Messrs. Rand, Avery & Co., for the unbounded hospitality and unremitting attentions which have added so much to our comfort, entertainment and pleasure ; also,

Resolved, That the thanks of the Association are hereby extended to the proprietors of the Hotel Brunswick, for courtesies received ; also,

Resolved, That the thanks of the Association are hereby expressed to the proprietors of the Globe Theater, for courtesies extended.

For the purpose of testing the views of the members of this Association, the following was submitted :

Resolved, That it is the sense of this Association, in the division of through rates between all points which are not made upon the sum of local rates, or upon the basis of a certain rate per mile *via* the short rail line, the apportionment of such through rates shall be made upon the basis of a *pro rata* per mile exactly according to the route by which the through ticket is sold ; first, however, deducting from the through rate all proper arbitraries, such as boat, bridge, or omnibus transfers : *Conditioned*, however, that no line shall receive, in such apportionment, any amount in excess of its local rate

The resolution was not adopted.

On motion, it was resolved that the following resolution be printed on the title-page of the Convention tariff :

That tickets be reported as sold to the roads over which they read, and that they shall not be reported to roads over which they do not read, even if they are honored over such roads, except by consent of the road or roads over which such tickets read.

A communication from J. B. Oliver, relative to reduced rates for immigrants to Florida, was laid on the table.

George H. Daniels, who voted in the affirmative locating the next meeting at Jacksonville, offered the following, which was adopted :

or excursion tickets would be productive of an increase of revenue. Whether this would counterbalance the depletion other localities would suffer, is one of the unsolved problems of railway economy, which bids fair to be a disturbing element to a satisfactory adjustment of the pending question.

Preliminary to any effort in that direction, each interested party must decide *pro se*, whether or not to waive a present advantage, or suffer a temporary decline for the general welfare. If each and every road comes to the consideration of the matter with the determination to seek only the general good, and abide the calm and matured judgment of the majority so far as to give the decision a trial, much good may be accomplished. If, on the contrary, each road, or each section, or any considerable number of roads in different sections, come determined to make no sacrifice, there is no sense in proceeding further with this attempt.

On one hand, we have those whose experience is, that there is a class of people who will not go abroad for pleasure at full rates, whether able or not; reasoning that whatever they pay for such a purpose, is a clear gain to the railways, and they will not, therefore, go away for a longer journey than can be conveniently accomplished with their own teams, without the railway companies will help them out by standing a share of the expense of a trip through remitting some portion of the rate for ordinary travel.

Again, others there are whose experience is, that while there are some of the class above described everywhere, the majority of pleasure or health seekers are going at any rate, and whatever is made off the first-named class is more than lost on the reduction suffered in favor of the go-at-any-price class. Here is a wide discrepancy in views. It is probably a matter of speculative opinion, to a considerable extent, as the varying conditions of affairs in any and every community forbid any mathematical precision in determining whether any given rate would be productive of more revenue than any other rate. Many will figure it right out, that a given number of passengers at four cents per mile, will yield thirty-three per cent. more revenue than the same number of passengers at three cents per mile, of course; but there's the rub—whether you will get the *same number* at four as at three, or within a sufficient approximation to warrant maintaining the higher rate. Your Committee don't undertake to settle these questions. It is a grave question among the greatest and best experienced men in the railway interest, whether, as an axiom, it is best to work their lines with reference to maintaining the standard of tonnage, or number of passengers, or the derivation of an equal or greater amount of revenue from less carriage. The latter would seem, at first sight, to be the sound theory, but it is claimed, with great force, that the true way to work up to a large revenue is to create a necessity for the amount of transportation required to produce it, by educating the public up to that standard, by placing luxuries within reach till they become necessities.

And here comes a problem which staggers all theories—so many roads are of necessity forced to live by the "hand-to-mouth" system, that the matter of "*building up the property*" as an investment or inheritance, is practically ignored.

ories of the days and hours he has associated with us, for they were truly days and hours of pleasantness. We are sorry he has gone from among us.

Resolved, That our sympathies are hereby warmly tendered to his family (with this assurance of our high respect for his memory) in their great bereavement in the sundering of the nearer and dearer relations of life, and that we share with them in mourning for him as for a friend and a brother. We realize the loss they have sustained; and while we cannot dry the eye nor cheer the heart, we can say they have our prayers that a kind and All-merciful Father will sustain them in their severe trial, and be a husband to the widow and a parent to the fatherless.

Resolved, That these resolutions be published in the "Travelers' Official Guide," and in the other railway journals of the country, and a duly certified copy be forwarded to Mrs. Boyd.

All of which was adopted.

The following amendments to the Constitution were submitted and, under the rule, lay over until next meeting :

To substitute for Article 5 :

The Association shall hold three stated meetings in each year—one in the spring and one in the fall, for the purpose of compiling and agreeing on a schedule of passenger rates, and for such general business as may be too urgent to be referred to the third, or winter session, to be held on the first Wednesday of December each year, and which is to be especially devoted to general business, except some special exigency should make it necessary to take up the subject of rates. The location of next meeting shall be designated by each meeting immediately after the adoption of the schedule of passenger rates. Each member, when his name is called, shall designate the place of his choice, and the place named by a majority of those present shall be fixed as the place for holding such next meeting, provided, that the change of place for the winter session in December, each year, shall be limited to St. Louis, Cincinnati or Louisville.

Article 6 to be amended to conform to Article 5.

Adjourned.

H. C. WENTWORTH, *President*
S. F. PIERSON, *Vice-President*

SAM'L POWELL,
Secretary.

Executive Committee—SAMUEL STEVENSON, W. F.
S. W. CUMMINGS.

PROCEEDINGS OF CONVENTION
OF THE GENERAL
TICKET AND PASSENGER AGENTS'
ASSOCIATION.

JACKSONVILLE, Fla., March 8th, 1878.

Annual Convention called to order at the St. James Hotel, at 11 A.M., by the President, H. C. Wentworth.

The following is the present list of members. Those marked with a * were in attendance; those marked with a † have become members since the last Convention:

ABBOTT, JOHN N.	*BOYLSTON, S. C.	*CHANDLER, F.
†*ALLEN, W. F.	*BROADUS, J. M.	CHARLTON, JAMES
*ANDERSON, A.	BRONSON, H. M.	CHIPLEY, W. D.
*ANDREWS, W. H.	BROOKS, E. J.	CLARK, ELLIS
ANGELL, JOSEPH	BROWN, J. D.	*CLARK, F. W.
*ATMORE, C. P.	*BROWN, JOHN W.	*CLEAPOR, P. L.
BACON, R. A.	BUELL, F. S.	*COBB, GEO. W.
BADGER, THOS.	BUTTERFIELD, THEO.	COLE, L. M.
BALDWIN, H. P.	*CAMPBELL, REAU	CONE, C. S., JR.
†*BARNEY, P. W.	*CAREY, S. E.	*CONNOR, GEO. L.
*BODINE, JOHN F.	*CARPENTER, A. V. H.	*CORNELL, D. E.
*BONNER, WM.	†*CARPENTER, R. D.	CUMMINGS, S. W.
*BOOTHBY, F. E.	CARPENTER, W. A.	*DADMUN, G. A.
BOYDEN, J. C.	*CARY, J. W.	DAILY, JAMES

- *DANIELS, G. H.
 *DANLEY, W. L.
 *DAVANT, J. S.
 *DAVANT, T. S.
 *DAVIDSON, W. M.
 DAWES, A. C.
 DEPEW, H. S.
 DODGE, D. C.
 DOYLE, P. C.
 *DRANE, H. M.
 †DUNHAM, A. S.
 DUFEE, W. M.
 DURKEE, C. E.
 *EDGAR, WM.
 *EGAN, JOHN
 *FARMER, L. P.
 FILKINS, L. W.
 FINLAY, SAMUEL
 *FITCH, CHAS. L.
 *FLANDERS, D. J.
 FOLLETT, CHAS. E.
 *FORD, E. A.
 FOSTER, J. E.
 FOYE, CHAS. H.
 FRARY, H. T.
 GAY, J. W.
 *GILSON, H. N.
 GIVEN, JOHN
 HALBERT, V. W.
 HALL, J. MORTON
 *HALLOWES, J. M.
 HANCOCK, C. G.
 *HEAFFORD, GEO. H.
 *HEAKES, F.
 HILLS, F. C.
 HOLMES, D. E.
 HOOPER, S. K.
 *HOUSTON, W. J.
 *HOWARD, C. R.
 HUBBARD, S. D., JR
 †*HUNT, J. S.
 HUNTLEY, C. C.
- †*JOHNSTON, F. L.
 KELLOGG, J. L.
 *KENDALL, A. C.
 †*KENDRICK, B. F.
 KIMBALL, THOS. L.
 KING, GEO. S.
 KINGSBURY, C. E.
 *KINGSBURY, J. A.
 KNAPP, A. J.
 *KNIGHT, RAY
 LAURENCE, G. D.
 *LEAVITT, J. F.
 LEET, A. B.
 †*LEVE, GUSTAVE
 LORD, C. K.
 LOVERING, N. P.
 *LOWELL, P.
 LYMAN, B.
 *MCDONELL, A. O.
 *MCFADDIN, C. P.
 MACABE, CHAS.
 *MACMURDO, J. R.
 MAHONEY, J. V.
 MANNING, S. W.
 *MASS, JOHN W.
 †*MATTHIAS, B. F.
 *MAYO, S. E.
 MILLER, F. A.
 *MILLS, B. F.
 *MILLS, W. A.
 MURRAY, O. G.
 *MYERS, F. R.
 *NASON, GEO.
 NOURSE, J. P.
 *O'BRIEN, W. L.
 OGDEN, JAS. R.
 *ORME, A. J.
 †*PAGE, J. H.
 *PALMER, A. CRAIG
 *PARKER, S. S.
 PENFIELD, T.
 *PIERSON, S. F.
- *POWELL, SAMUEL
 *PRATT, HENRY
 PRINTUP, J. C.
 RICHARDSON, L. S.
 *ROBERT, J. A.
 ROGERS, E. P.
 RUPERT, J. G.
 RUPERT, L. M.
 †*RUSSELL, A.
 *ST. JOHN, E.
 SANBORN, G. G.
 *SCOTT, C. N.
 *SHATTUC, W. B.
 *SMITH, E. H.
 *SNOW, F. E.
 SPRAGUE, JACOB, JR.
 SPAULDING, C. F.
 *STARRING, HENRY
 STENNETT, W. H.
 †*STEVENSON, SAMUEL
 *TAYLOR, JAS. L.
 TAYLOR, W. P.
 *THRAL, W. A.
 *THOMPSON, R. W., JR.
 TILTON, J. A.
 *TOWNSEND, H. C.
 TUTTLE, LUCIUS
 *UTT, J. E.
 WADE, F. P.
 WALDO, J.
 WALLACE, J. J.
 WEED, W. H.
 *WELSH, I. L.
 *WENTWORTH, H. C.
 WENTZ, J. A.
 WETHERELL, E. F.
 WHITE, ALFRED
 *WHITE, W. F.
 WILD, FRED.
 *WILLIAMS, D. E.
 WISHART, D.
 WOODSON, J. A.

form of ticket for excursion and tourist traffic, which shall, as far as possible, shift the question of responsibility as common carriers to a simple question of breach of contract, when the purchaser of such tickets shall seek to recover damages for non-fulfillment on the part of the railway companies.

Messrs. A. V. H. Carpenter, Nason, Thrall, Carey, White, Atmore, Heafford, Ford and Myers, were appointed as the committee.

It was moved to reconsider the resolution adopted at morning session, by which it was ordered that the issue of round-trip tickets shall not be abolished, and the ayes and noes being called for, the motion carried by the following vote:

Ayes—Messrs. Anderson, Atmore, Bodine, Bonner, Boothby, Boylston, Campbell, Carey, A. V. H. Carpenter, R. D. Carpenter, Chandler, Cleapor, Cobb, Cole, Connor, Dadmun, Daniels, Danley, T. S. Davant, Farmer, Flanders, Ford, Heafford, Jay, Johnson, Kendall, Kendrick, Kingsbury, Knight, Leavitt, Myers, O'Brien, Page, Parker, Pickens, Pierce, Robert, St. John, Snow, Starring, Taylor, Thrall, Thompson, Wentworth, Williams, Wrenn—46.

Noes—Brown, Cornell, J. S. Davant, Davidson, Drane, Dunham, Egan, Gilson, Hallows, Heakes, Houston, Howard, Leve, Lowell, McDonell, Macmurdo, Mass, Mayo, B. F. Miller, Nason, Orme, Palmer, Pierson, Powell, Pratt, Stevenson, Townsend, White—28.

On re-adoption of resolution, it was amended to read:

That on and after May 1, 1878, no round-trip tickets shall be issued between any competitive points; but this shall not be construed to debar any lines from using round trip tickets between points which are local to another line in competition with them.

The ayes and noes being called, the resolution was lost by the following vote:

Ayes—Anderson, Atmore, Boothby, Boyleston, A. V. H. Carpenter, Cary, Chandler, Cleapor, Daniels, Egan, Johnston, Kendrick, Kingsbury, Myers, O'Brien, Parker, Page, Pickens, Pope, Starring, Thrall, Thompson, Wentworth, Williams—24.

Noes—Campbell, R. D. Carpenter, Connor, Cornell, Dadmun, Danley, J. S. Davant, T. S. Davant, Davidson, Drane, Dunham, Farmer, Flanders, Ford, Gilson, Hallows, Heakes, Houston, Howard, Jay, Kendall, Knight, Leavitt, Leve, Lowell, McDonell, McFaddin, Macmurdo, Mass, B. F. Mills, Nason, Orme, Palmer, Pierson, Powell, Pratt, Robert, St. John, Snow, Stevenson, Taylor, Townsend, Utt, White, Wrenn—45.

Adjourned to 11 A.M.

SATURDAY, 11 A.M.

The Committee on Round-Trip Tickets made the following report:

To the General Ticket and Passenger Agents' Association:

Your Committee on the question of form of ticket to be used for excursion or tourist traffic, agree upon the following as the conditions to be embodied therein, and performed by all parties desirous of availing themselves of the benefits of reduced rates for travel on round-trip tickets.

A. V. H. CARPENTER,
C. P. ATMORE,
E. A. FORD,
GEO. H. HEAFFORD,
F. R. MYERS,
S. E. CAREY,
GEO. NASON,
W. A. THRALL.

FORM OF TICKET.

This ticket is sold for the round trip upon the following conditions:

The purchaser is to use it in person, or for..... member of his (or her) family, for the full round trip therein specified; and if so used and presented (less the checks or coupons), and bearing the official stamp of the ticket office of the terminal railway company, and the signature of person named herein certified as signed in his presence by the ticket agent at said office, at the office where purchased, within days from date of purchase (as indicated by the punch-marks in the margin), a rebate of per cent. of the amount paid therefor will be refunded; but if not used as specified herein

or presented as herein specified, within the time herein limited, all claim for drawback is forfeited.

Fully understanding the conditions on which this ticket is sold as a drawback ticket, I accept the same.

.....
Purchaser.

Witness,

.....
Ticket Agent.

On honor, I hereby state that the round-trip passage has been made on this ticket, according to the intent and specifications thereof, and all other conditions stated therein have been fully complied with, and, in consideration thereof, I am entitled to \$...... drawback thereon, as per conditions thereof, the receipt whereof I hereby acknowledge.

....., 187...

.....
Purchaser.

The following was submitted as a minority report :

The undersigned begs leave to submit as a minority report of the Committee on Excursion Tickets, that he prefers what is known as the "Iron-Clad Ticket" to the drawback ticket recommended by the majority of said Committee.

W. F. WHITE.

It was moved that the report of the Committee be adopted.

An amendment was offered that the minority report be adopted.

The ayes and noes being called for on the adoption of the minority report, it was lost by the following vote :

Ayes—Broadus, R. D. Carpenter, Cary, T. S. Davant, Davidson, Drane, Edgar, Farmer, Houston, Howard, Hunt, Knight, McDonell, Macmurdo, B. F. Mills, Nason, Robert, St. John, Taylor, Townsend, White—21.

Noes—Atmore, Boyleston, Carey, A. V. H. Carpenter, Chandler, Cole, Dadmun, Danley, Dunham, Fitch, Ford, Heafford, Heakes, Jay, Johnston, Leve, Mass, Matthias, Mayo, Myers, Page, Pierson, Pope, Powell, Thrall, Thompson, Wentworth—27.

On motion, further consideration of the report was postponed until Monday afternoon at 4 o'clock.

A motion was made to suspend order of business to receive a communication from a Commercial Travelers' Association.

Motion lost, but privilege granted to read the same, which was accordingly done by Mr. Heafford.

A motion was made to suspend the order of business to locate next meeting.

Motion prevailed.

A call of the Association was made, and Chicago received a majority of the votes cast.

The next meeting of the Association will be held at Chicago, September 13, 1878.

A motion was made, and prevailed, to suspend order of business to take up the consideration of amendment to Constitution laid over from last meeting, and other unfinished business.

The amendment offered was as follows :

To substitute for Article 5 :

The Association shall hold three stated meetings in each year—one in the spring and one in the fall, for the purpose of compiling and agreeing on a schedule of passenger rates, and for such general business as may be too urgent to be referred to the third or winter session, to be held on the first Wednesday of December each year, and which is to be especially devoted to general business, except some special exigency should make it necessary to take up the subject of rates. The location of next meeting shall be designated by each meeting immediately after the adoption of the schedule of passenger rates. Each member, when his name is called, shall designate the place of his choice, and the place named by a majority of those present shall be fixed as the place for holding such next meeting, provided that the choice of place for the winter session in December each year shall be limited to St. Louis, Cincinnati or Louisville.

Article 6 to be amended to conform to Article 5.

After some discussion, a motion was made to adopt the amendment, which did not prevail.

It was moved,

That Section 4 of the By-Laws be amended to read as follows :

- 1st. Record of members present.
- 2d. Enrollment of new members.
- 3d. Election of officers.
- 4th. Reading of address.
- 5th. Election of member to deliver next address.
- 6th. Locating next meeting.
- 7th. Unfinished business.
- 8th. Consideration of reports of Executive Committee.
- 9th. Miscellaneous business.
- 10th. Making passenger rates, which shall be the special order of Monday morning next following the date of meeting.

Adopted.

The following resolution was offered and adopted :

Resolved, That the Secretary of this Association is hereby authorized and instructed to collect and publish in pamphlet form, at the expense of this Association, as soon as possible, the official "stop-over" regulations of the various Railway and Steamboat Lines in the United States and Canada—one or more copies of which pamphlet shall be furnished to each coupon ticket seller in the United States and Canada for his information and instruction.

The following resolution was offered and adopted :

Resolved, That the Executive Committee together with the President of this Association be instructed to examine into the present system of stop-over privileges of the different companies of the country, and from such information report to this Association at the next meeting a plan that can be adopted for general use.

Adjourned to 3 P.M.

3 P.M.

The following amendment to Constitution was offered, and, under the rule, lays over until next meeting.

Amend Article 5. Insert, after the word By-Laws, in second line, the following : "And such meetings shall be held at one of the following places, viz : New York, Cincinnati, Louisville, St. Louis, or Chicago."

The following resolution was offered and adopted, and Committee, consisting of Messrs. Page, Thrall, W. F. White, Dadmun and St. John, appointed :

Resolved, That the President be requested to appoint a Committee of five members to submit for the consideration of the Association such style of tickets, both local and through, as will in their judgment afford the best protection against forgery, alteration, or other fraudulent use, and that the Committee be instructed to report on Monday, at 4 P.M.

On motion, it was resolved that the Association now take up the subject of rates of passage for commercial travelers and their baggage, when the following resolution was offered:

Resolved, That if the commercial travelers of the United States and Canadas will form themselves into a National Association, the railroad companies will furnish them transportation over their respective lines at a rate of two and one-half cents per mile, north of the Ohio River, and three cents per mile south thereof, and will permit them to carry free two hundred pounds of personal baggage: provided, that such members will provide themselves with certificates of membership, signed by the President and Secretary of such Association, and bearing upon its face the photograph of the member; such certificate to be presented to each ticket agent, together with an accompanying order (which shall be furnished by each General Ticket Agent), and shall also be presented to the conductor of the train when the passage ticket is presented.

Resolution did not prevail.

The following resolution was offered :

Resolved, That, on and after May 1, 1878, all special or reduced rates now granted to theatrical, concert and other troupes of like kind, be abolished.

Lost.

The following resolution was offered :

Resolved, That every Line represented in this Association shall require its Baggage Agent to attach to the strap check of all extra through baggage a tag on which shall be written the amount of extra baggage money collected for the carriage of such baggage from starting point to destination; and we hereby agree to report to each Line interested from and after May 1, 1878, its proper proportion of such collections on the basis of regular ticket divisions.

Laid over until 4 P.M., Monday.

Adjourned to 9 A.M., Monday.

MONDAY, 9 A.M.

Association went into Committee of the Whole on Rates. Committee appointed Geo. Nason as Chairman. Work on Rates was continued until 4 P.M., when the order of business was resumed, to take up the subjects laid over until this hour. The first business, was the consideration of the report of Committee on Round-Trip Tickets.

The Committee on Round-Trip Tickets submitted the following amendment to their report as given on page 485 :

Resolved, That the Association recommend the adoption of the "drawback" form of excursion or tourist ticket reported by the Committee, for all business of that character on and after May 1, 1878. And for such roads as cannot adopt it, the form of ticket known as the "Iron-Clad" shall be used; and that no through tourist or excursion tickets, other than the above, shall be issued after the date aforesaid.

The report, with above amendment, was adopted, and both forms of ticket ordered printed herewith. The form of drawback ticket is given on page 485, as well as on page 494.

SPECIAL CONTRACT TICKET.

This Ticket with Conductor's Checks attached, and when properly stamped, dated and contract signed by the holder, is good for one first-class passage from

TO AND RETURN,

Subject to the following restrictions and conditions:

1st. In consideration of this Ticket being sold at

..... DOLLARS

less than the regular rate, it is good for passage for the person only whose name is signed to this Contract.

2d. The portion of this Ticket reading to..... must be used within fifteen days from date stamped or written on the face of this Contract, otherwise it is void.

3d. This Ticket will not be good for passage from..... to..... after date stamped or written on the back of this Contract, by Agent at..... and not good for passage from..... to destination after fifteen days from same date, and in no case after..... following date of sale.

4th. The holder of this Ticket must identify himself as the original purchaser by writing his signature on the back of same (which must correspond with signature to this Contract), in presence of the authorized Agent of the..... R. R. at..... who will witness the same, and stamp and date Contract, and each Conductor's Check.

5th. This Ticket will not be good for passage without Conductor's Checks are attached to this Contract.

6th. In selling this Ticket for passage over other Roads, the..... R. R. acts only as Agents for them and assumes NO RESPONSIBILITY BEYOND ITS OWN LINE.

I have purchased this Ticket and hereby agree to use same, subject to the above restrictions and conditions, which I fully understand.

Signature

Witness Agent.

Issued 187

Checks must be detached by Conductor ONLY.

.....
Gen. Pass. & Tkt. Agt.

(BACK.)

In compliance with the within Contract, I hereby subscribe my name as the original purchaser of this Ticket.

Witness:

.....
Agent.

.....187

The Committee appointed to submit forms of ticket not being ready to report were given further time.

The resolution in regard to extra baggage collections was taken up, and adopted by the following vote:

Ayes—Atmore, Bonner, Boothby, Boylston, Brown, Campbell, A. V. H. Carpenter, R. D. Carpenter, Chandler, Cleapor, Cobb, Connor, Cornell, Dadmun, Danley, J. S. Davant, T. S. Davant, Davidson, Dunham, Edgar, Egan, Fitch, Ford, Heakes, Houston, Howard, Hunt, Kendall, Kingsbury, Leavitt, McDonell, Macmurdo, Matthias, Mayo, B. F. Mills, W. A. Mills, Myers, Nason, Page, Parker, Pierce, Pierson, Pope, Powell, Pratt, Robert, Russell, St. John, Shattuc, Snow, Stevenson, Taylor, Thrall, Townsend, Welsh, Wentworth, White, Williams, Wrenn—59.

Noes—Carey, Cole, Farmer, Flanders, Kendrick, Knight, Mass, O'Brien, Starring—9.

The special matters being disposed of, the Association again took up the subject of rates and continued the revision of same until Tuesday, 6:30 P.M., when the Committee rose and reported.

In the absence of the President and Vice-President A. V. H. Carpenter was elected Temporary Chairman.

Chairman of Committee on Rates reported rates revised, and on motion they were adopted to take effect May 1, 1878.

The Executive Committee made the following report on subject of collating the proceedings of previous meetings referred to them by last meeting:

At the Semi-Annual meeting held in Boston, Sept. 14, 1877, the following resolution was adopted:

Resolved, That the Executive Committee be instructed to go over the reports of previous meetings and collect and present, at the next meeting of this Association, any resolutions which they may find therein relating to the proper conduct of the passenger business, and that the said resolutions be printed at the expense of the Association."

In accordance with the above the reports have been carefully examined by the Committee, and so many matters of general interest and value have been discovered that the following resolution is respectfully recommended :

Resolved, That the Secretary of this Association print in book form the entire reports of previous meetings, both regular and special, of this Association; and also in the same book, in their proper date, the reports of special Committees and the annual addresses delivered, from the organization of the Association as far back as the records can be procured, the expenses of the same to be borne *pro rata*, one book to each member, and included in the Secretary's assessment for this spring meeting.

SAMUEL STEVENSON, *Chairman*,
WM. F. WHITE,
S. W. CUMMINGS,
Executive Committee.

Report adopted, and 500 copies ordered printed.

The following resolution was offered and adopted:

Resolved, That the thanks of this Association are hereby tendered J. R. Campbell, Manager of the St. James Hotel, for the use of a room in which to hold our meetings, and for other courtesies, and to resident General Passenger and Ticket Agents and officers of steamship lines, for their many polite attentions and hospitable entertainment during our stay in Jacksonville.

On motion, adjourned.

S. F. PIERSON, *President*,
S. C. BOYLSTON, *Vice-President*.

SAM'L POWELL,
Secretary.

Executive Committee—W. F. WHITE, S. W. CUMMINGS, GEO. NASON.

The following is the address alluded to in the proceedings as having been read to the General Ticket and Passenger Agents' Association by Geo. H. Heafford, General Passenger and Ticket Agent, Missouri Pacific Railroad :

Mr. President, Ladies and Gentlemen :

I feel a good deal like the boy who, when called upon to write a composition, started out bravely on the subject of "The Horse," but after saying "The horse is a noble animal," found himself at his wits' end to know what else to say, and finally gave it up in despair.

When I was selected by a "large majority" to deliver the address at the next meeting of the General Ticket and Passenger Agents' Association, I thought I might be able to do partial justice to the topic of "Railway Advertising," but the more I thought of it the less I seemed to know about it, and I feared I should have to give up the subject and take up something more easy—such simple topics as "Commissions on Ticket Sales," "How to Cut Rates," or "The Best Plan for Increasing Expense Accounts of the Travelling Agents," etc., etc., but I finally concluded to hold on to the first thought, and "do or die." If I fail in this, my first undertaking, it won't be because I have not tried hard enough.

Railway Advertising may be divided into three classes—good, bad and indifferent. The *good* consists in knowing *what* to do, *how* to do, *when* to do. The *bad* consists in an utter lack of all those qualities, and the *indifferent* is naturally a combination of both good and bad. This may not be logic exactly, but it looks and sounds well.

When Jason started out several years ago, in his schooner-rigged "fore-and-after," to hunt the Golden Fleece, ancient mythology does not state that he advertised the time of his departure from Jacksonville, nor that the "band would continue to play" on the Fall River Line Boats, hence I conclude that "half-sheet card" and "bulletin board" advertising is of a somewhat recent date.

I should have stated before this that the careful reader of Chambers' Encyclopædia will have probably noticed that its explanation of the word "Advertise ment" is about as follows :

"Advertisements by public carriers, railway companies, and the like, are equivalent to offers whereby the advertiser will be bound to those who send goods (or are the passengers) on the faith and in accordance with the terms of the advertisement."

In most of the railway advertisements I have ever seen, I have noticed that the Companies generally *offer* to carry the passengers according to the terms stated therein, and they have actually been known sometimes to fulfill their agreements. I remember once, in the Union Depot at Atlanta, that I fell to studying the glowing "half-sheets" and "dodgers" of the various lines posted on the walls, and I found that one read: "This is the shortest line to New York city"; the next one stated that "by taking this route passengers will save eight hours in time to New York and all Eastern cities"; while a third one proclaimed that "this is the shortest, quickest, best and most direct line to New York and the East," and I suppose if Captain May ("the subscriber") had been there, he would have tacked one up combining all these specialties, including the fact that "his road" was "inlaid with dornicks and ran all the way in the shade." The moral of all this would seem to be that if Railroad Companies advertise at all, it should be done in such a way that the public mind should not be misled—in other words, the "truth should be stated at all times and in all places."

To a great extent the Railroads have been the means for the advancement of civilization throughout the world, and may fairly be called *educators*, in various ways, to the public at large. Among other things it may be cited that of late years the publishing of maps of the various lines has become an important adjunct to the mere matter-of-fact advertisement, and I have no doubt that to the members of this Association may be accorded the distinguished honor and credit of promoting among the people of the United States and New Jersey—especially New Jersey—a more universal knowledge of geography than any other class of instructors.

If this world could be made over according to some of our ideas, I have not the faintest doubt but that the railroads we represent would all be the straightest and shortest lines between every prominent city in the country, in which case all "through rates could be made up on the sum of the locals," and no limited tickets would then be needed, for the genus scalper would, like Othello, find his "occupation gone"; "justice would then triumph and virtue reign supreme." (If any of my quotations be not found strictly correct, I refer to Mr. Charlton as my authority for the version.)

As an instance of the good which results from the truthfulness depicted in the ordinary railroad map which we frequently find posted on the out-houses, dead-walls and fences of our large cities, I may be permitted to relate the following: When the Erie and Chicago Line was first started, it ran from Chicago *via* Cleveland and Salamanca to New York City, and its enterprising managers got out large posters depicting the route of the line in the broadest band of the blackest ink, and placing the names of such towns as Chicago, Cleveland, Salamanca and New York City in letters so large that he who ran might read, but at intervals of about six inches and upon nearly the same parallel of latitude. One bright day four gentlemen of the Celtic persuasion, attracted by the appearance of the map stretched outside of the Chicago office, called upon the gentlemanly agent of the

aforesaid line and desired to know the price of second-class tickets to New York, and were informed that the fare was \$20, or thereabouts (I don't remember the exact figures), which seemed to stagger them somewhat, and after some little consultation among themselves they went outside and recommenced the study of that wonderful map. By means of a foot measure and the use of their knowledge of that mathematical term known as an "unknown quantity," they discovered that Chicago and Cleveland were only about four miles apart, and that the other stations named were about similarly placed as to distance, and the final conclusion of the party was summed up by the leader thereof with the brief and decisive remark: "Be jabbers, it's not far; let's walk!" and they may be walking yet for all that I know.

Truth is said to be stranger than fiction, but whether the story be true or not I cannot state of my own free will and accord.

The precise chronicler of these facts about advertising should not fail to pay his respects to the bulletin board, the acme of Railroad advertising enterprise at a period of about ten or fifteen years ago, but now nearly obsolete, and looked upon, like Cleopatra's Needle, as a relic of by-gone days, or as Mark Twain or the obituary poet of the Philadelphia *Ledger* might say:

Gone, gone, gone with care,
Gone with thankless wear and tear;
Gone from the presence of the passenjare.

No Cards.

What beautiful relics of the semi-barbaric age they were, with their gold tinsel and polished black walnut frames, and their magnificently painted glass signs with the Star of Empire wending its westward way wherever it could be put in, or with the Eagle of Liberty holding numberless arrows in its talons sprawling all over the top of the board.

More hearts have been broken, more coats have been bursted, more trousers have been ruptured, and more imprecations have been uttered by traveling passenger men, in selecting the best places, and hanging those wonderful works of art in reading-rooms and bar-rooms of hotels, than ever mortal passed through in any other line of business. Even that difficult task of putting up a stove was nothing compared to it.

Common sense began to be exhibited when the era of small frames, just large enough to take in a half-sheet card, came into existence; but those have virtually had their day, and the half-sheet card itself, with its staring head-lines and its immense amount of printed matter—seldom, if ever, read by any one but the progenitor thereof—will soon pass away, and new ideas will have to be developed and brought forth.

For the benefit of the printer (whose affection I still hope to retain), I desire to say, that, for a while at least, I think a small number of half-sheets should be printed and distributed about twice each year, but such advertisements should be

briefly worded, and simply intended to keep the name of the road before the public, and to gratify the eyes of our Directors or Managers, who authorize the payment of bills for the outlay.

As to the actual benefit to accrue to a road by such advertising, I think nearly all of you will agree with me, that it amounts to nothing. It is a well-known and well-proven principle, that "*good advertising pays,*" and railroad companies can be materially benefited or irretrievably injured according to the kind of advertising they indulge in.

To my mind there are but two ways of properly advertising a railroad, and they are :

First, by judicious advertising through the columns of widely circulated newspapers of undoubted character and intelligence. I do not mean that it is necessary to insert a long display-card in the ordinary advertising columns of the paper, to be continued the whole year round without a change in the wording thereof, but I mean that short notices, from five to ten lines each, should be inserted in what is termed the local or reading columns of such papers, to be changed frequently, or by having them published, for one or two consecutive issues, at such seasons of the year as the business may require.

Such notices should not be paid for in passes, mileage or *free* tickets of any description whatever, but paid for in cash, at the regular advertising rates, or at such a reduction in the card rates as may be granted to other persons who advertise in a similar manner. By doing this, we can feel more at liberty to refuse to grant the "*courtesies of the road*" to editors and publishers, and two years' experience of this policy, on the line of road I represent, has proved it a success. If we then choose to grant a complimentary, free or half-fare ticket to an editor for the purpose of a special trip over the line for his own recreation, or for the purpose of "*writing up the road,*" we can do it without incurring the ill-will of other less favored "*Knights of the Quill and Scissors.*"

Second, and last, but not least, good traveling passenger agents, who solicit business and distribute thoroughly, yet judiciously, such advertising matter as map-folders and time-tables, small dodgers or streamers, or such other like specialties, gotten up in a neat, readable, and attractive style, are, to my mind, the best means for advertising a railroad can have; and while I consider it the duty of each and every one of us to curtail the expenses of the passenger department wherever possible, I think we should endeavor to make our managers comprehend the efforts of these men in order to secure business, and try to have them pecuniarily rewarded according to their ability and faithfulness.

While I might be glad to continue this subject indefinitely, my natural modesty forbids me to further encroach upon your time; and as I find that there are about two hundred talented members of this Association who will have a chance and are anxious to address you before my turn comes around again, I will "*eliminate*" any further remarks on this topic, and if I have left out anything that I should have said, I am perfectly willing to be forgiven for it.

SEC. 5. Reports of Committees, and resolutions offered for consideration, shall always be in writing; and on request of Chairman, or any member, the maker of any motion shall reduce the same to writing before it shall be entertained.

SEC. 6. The proceedings of Conventions shall be conducted according to Roberts' Rules of Order, so far as applicable.

SEC. 7. *First.* Passenger rates shall be fixed in open Convention, upon report of the Committee of the Whole.

Second. The right to make through rates between common points shall be accorded to the company or companies having the shortest line between said points: *Provided*, That the computation of distance shall be made by the usual route over which through tickets are regularly sold and trains run in connection; *And provided further*, That when a water route forms part of such line, and is in competition with a rail line, then the rates of the rail line shall be adopted in making the through rate: *Provided*, That such through rate shall not exceed the sum of the locals of any rail line between such points.

SEC. 8. The Association may admit, as honorary members, retired General Ticket and Passenger Agents. Such honorary members shall be entitled to seats in the Conventions of the Association, and may, upon invitation and unanimous consent, participate in debate.

SEC. 9. None but the regular representatives, *ex-officio* and honorary members of the Association, shall be present at any Convention of same, or at the meeting of any committee thereof: *Provided*, That, by general consent, the President may invite visitors to seats at any meeting of the Association.

SEC. 10. No proposition, invitation or resolution that does not pertain to the legitimate business of the Association, shall be entertained, except by unanimous vote.

SEC. 11. Whenever changes are made in the heads of the representative, ticket, or accounting departments of any road, it shall be the duty of the representative of such road to give immediate notice to the editor of the official Railway Guide, for publication.

SEC. 12. Any member appointed on a Committee shall serve, unless excused by the Convention.

SEC. 13. The incidental expenses of the Association shall be collected on the following basis: The printing of the schedule of rates shall be collected *pro rata* per copy, each member being obligated to take at least two; but can take as many additional copies as he pleases. All other expenses, such as the salary of the Secretary, printing of circulars, cost of list of officers in Official Guide, etc., shall be collected *pro rata* per member. The charges will follow the packages, by express.

SEC. 14. When the Convention goes into Committee of the Whole on passenger rates, a Chairman shall be elected, whose duty it shall be to maintain the strictest order possible during the sitting of the Committee; to call for rates, and distinctly announce them, when made, to the Secretary, who shall carefully record the same; to send, by committee of one, for absent members, who, upon notice, shall forthwith appear before the Committee; and to perform such other duties as usually devolve upon chairmen of similar bodies. There shall be two sessions of the Committee per day, namely, from 9 A.M. until 1 P.M., and from 3 P.M. until 6 P.M., until the sheet of rates is perfected and ready to be reported: *Provided, however,* That the Committee may adjourn from time to time, or from place to place, pending the session of the Convention, by a vote of two-thirds of the members present.

SEC. 15. The rules of the Association, as herein provided, or any order of business pending under the same, may be temporarily suspended for consideration of any specific matter, by a two-thirds vote of the members present.

SEC. 16. These By-Laws may be altered, amended or repealed, at any regular meeting of the Association, by a vote of two-thirds of the members present.

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